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Speed Yard Work

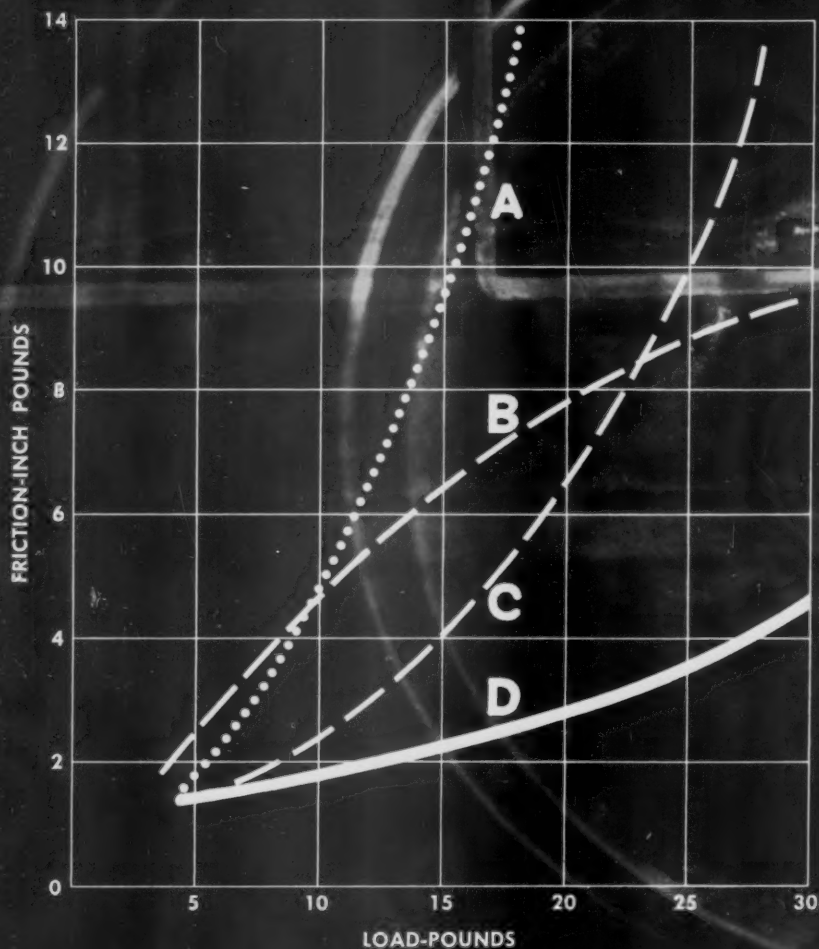
July 21, 1958

RAILWAY AGE *weekly*

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Bulkheads**

**New Car Uses
Rubber Walls
To Fight Damage**

**PRR Builds Record
Vertical-Lift Span**



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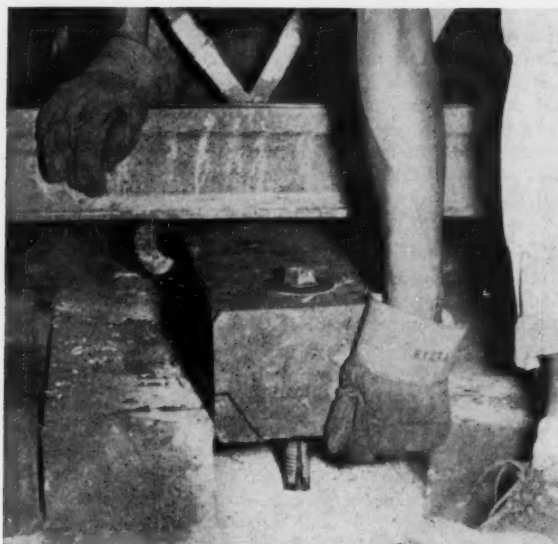
(PARTS, INVENTORY, PRODUCTION, DOWNTIME, MAINTENANCE)



1 With tie removed from between concrete slabs, a 1 3/8-in. diameter hole is started in sub-flooring.



2 Bethlehem Anchor Bolt is inserted into hole in tie. Washer under head prevents gouging.



3 Tie is placed beneath rail. Expansion shell on threaded portion of bolt drops into hole 4 1/2-in. deep.



4 When bolt is tightened, leaves of expansion shell expand, locking wood tie to base concrete.

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'Sleeper' bills pose threat to RRsp. 8

Pending Congressional legislation could cost the railroads \$185 million a year in additional unemployment and retirement taxes. Protesting rail leaders predict bankruptcy for some Eastern roads, and trouble for the entire industry, if it is passed.

Wright succeeds Henry at AARp. 9

J. Handley Wright, former executive vice president of Selva & Lee, Inc., Chicago, is slated for election as vice president—public relations of the AAR on July 25. He will succeed Robert S. Henry.

Cushioned bulkheads fight damagep.13

Here's one of the latest developments in the struggle to reduce freight loss and damage claims. The device consists of a series of movable, inflatable walls. The walls can be interspersed through the length of merchandise lading during loading.

How communications speed yard workp.16

The Burlington's new retarder classification yard at Cicero, Ill., features the most modern communications devices. Included are such things as yard radio, tape recorders for car checking, talk-back loudspeakers, and direct intercoms among key personnel.

PRR builds record vertical-lift spanp.18

Construction of the world's longest double-track bridge of that type is a current major project of the road's engineering department. The vertical-lift span will go into the PRR's Delair bridge, which crosses the Delaware river where the stream serves as the New Jersey-Pennsylvania boundary.

JCL repairs 1,250 freight cars a month nowp.22

The road's goal—to get loaded cars into symbol trains more quickly—has been achieved. The new repair facility, at Communipaw, N.J., was carved out of an existing freight yard. It is part of a master plan for improving the whole area.

Flexi-Vans ready to carry mailp.32

New York Central's new Flexi-Vans will haul mail and express between Detroit and Chicago and intermediate points. Postmaster General Summerfield sees eventual interchange with other railroads opening transcontinental service.

The Action Page—Where are the unions' statesmen?p.38

Railroads are in the Congressional hospital for emergency treatment. Yet railway labor organizations are pressing for higher pensions and unemployment benefits that would cost railroads an added \$185 million a year. Such an attempt is immature and irresponsible. What's come over the brothers anyhow?

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Week at a Glance CONT.

Current Statistics

Operating revenues, five months	
1958	\$3,742,445,707
1957	4,372,199,515
Operating expenses, five months	
1958	\$3,105,229,185
1957	4,372,199,515
Taxes, five months	
1958	\$349,526,238
1957	455,393,410
Net railway operating income, five months	
1958	\$165,531,685
1957	376,481,033
Net income estimated, five months	
1958	\$72,000,000
1957	285,000,000
Average price 20 railroad stocks	
July 15, 1958	81.76
July 16, 1957	81.76
Carloadings revenue freight	
Twenty-seven wks., 1957	18,375,730
Twenty-seven wks., 1958	14,756,116
Average daily freight car surplus	
Wk. ended July 12, 1958	101,582
Wk. ended July 13, 1957	22,616
Average daily freight car shortage	
Wk. ended July 12, 1958	235
Wk. ended July 13, 1957	1,858
Freight cars on order	
July 1, 1958	27,757
July 1, 1957	91,810
Freight cars delivered	
Six months, 1958	29,545
Six months, 1957	52,521

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Short and Significant

The Senate-House conference committee . . .

on the proposed Transportation Act of 1958 began its meetings last week. Its job is to reconcile differing versions of the proposed act which are embodied in the Senate-passed Smathers bill and the House-passed Harris bill. At their first session on July 16 the conferees are understood to have taken up differences in the government-loan-guaranty proposal which relates to guaranteed loans for maintenance. The House bill would authorize operating-expense loans for maintenance only. The Senate bill is broader, covering operating expenses generally, but it would limit such loans to a total of \$150 million.

Three proposals may be presented . . .

in the upcoming report on passenger terminal consolidation in Chicago. Two of the three center around use of land now occupied by rail facilities—Central Station and LaSalle Street Station; the third would involve new construction on a new site south of the Loop.

End of SP's Oakland ferry . . .

is getting closer, although a date for its abandonment hasn't yet been established. California's Public Utilities Commission has granted Southern Pacific and Western Pacific authority to run buses between Oakland and San Francisco.

The truckers are telling their story . . .

on the air waves again this summer. They have scheduled 40 one-minute announcements and 20 interviews for radio network presentation. An average of 150 stations will carry each broadcast.

Consolidation of BRT and ORC&B . . .

has been proposed by Brotherhood of Railroad Trainmen President W. P. Kennedy. In a telegram to the Order of Railway Conductors and Brakemen, Mr. Kennedy suggested that a committee of six from each organization work out the details to "solidify all conductors and brakemen of the United States and Canada into one force." He contended that the move would effect economy of operation, give added strength to conductors and train service men, and end costly competitive organizing work necessitated by union rivalry.

A 'Eurail' pass for U. S. tourists . . .

will become available in Western Europe in 1959. For a flat price Americans will get unlimited rail travel in 13 countries for a period of two months. The pass will also be good on rail-owned bus and steamship lines. Details of the plan are expected to be announced in the early fall. Great Britain, which already has a similar plan under way, will not be a participant.

'Sleeper' Bills Pose Threat to RRs

Legislation liberalizing retirement and unemployment benefits would cost the railroads an extra \$185 million a year. If it wins Congressional approval, warn top industry spokesmen, it will wipe out other legislative gains.

Is Congress about to take away from the railroad industry with one hand what it has given with the other?

That's what railroad men contend will happen if pending "sleeper" legislation calling for increased benefits under both the retirement and unemployment systems is passed (RA, July 14, p. 7).

The legislation in question has been introduced in the Senate as S. 1313 by Sen. Wayne Morse of Oregon and in the House as H. R. 4353 by Rep. Oren Harris of Arkansas.

Railroad spokesmen point out that the bills propose increases that would add up to \$185 million a year out of the railroads' pocket.

This, they say, would more than nullify the benefits won when Congress removed the 3 per cent freight tax and drafted new legislation to ease long-standing inequities in transportation.

Daniel P. Loomis, president of the Association of American Railroads, was quick to urge Congress not to undo its positive work on remedial legislation for the industry "by now adopting measures placing

heavy new financial burdens on the carriers."

David I. Mackie, chairman of the Eastern Railroad Presidents Conference, freely predicted bankruptcy for many Eastern roads should the new legislation be passed.

And at the 2nd annual National Railroad Apprenticeship Conference in St. Louis last week, predominantly attended this year by labor representatives, Wabash President Arthur K. Atkinson said:

"If [this legislation] should be enacted into law during this session of Congress, it will cause the railroads to have a difficult, if not impossible, task of raising the money to pay this higher tax. . ."

Clair M. Roddewig, president of the Association of Western Railroads, bluntly told the same conference:

"There is not that kind of money in the industry. If, to get it, we have to again resort to increasing the price of our services, then all we are doing is putting ourselves in a less competitive situation than at present, which in turn will merely be a continuation of the cycle of less business and fewer jobs."

The increased benefits provided by the proposed legislation would work this way for the railroads:

Retirement. The bill would increase all annuities by 10 per cent. This is over and above the 10 per cent increase provided in 1956. The tax rate paid by employers and employees would go up from the present 6¼ per cent to 7½ per cent on June 30, 1959—then to 8 per cent in 1965, 8½ per cent in 1970, and 9 per cent in 1975. The new rates would be applied to \$400 a month of employee earnings rather than the present base of \$350.

Unemployment. The minimum daily benefit rate paid for unemployment or sickness would be increased from 50 per cent to 60 per cent of the employee's last daily rate of pay, the maximum daily benefit being increased from \$8.50 to \$10.20. Depending on length of service, a worker could receive benefits for as long as one year beyond the period now provided.

The unemployment insurance tax rate, now 2½ per cent, would go to 4 per cent and that rate would also apply to the new \$400 tax base. The railroads foot the entire bill for the unemployment system.

In terms of over-all expenditures for the railroads, this would mean:

Retirement taxes as of July 1, 1959, would be increased by about \$100 million a year (they are now about \$290 million). When the future tax rates go into effect, retirement tax payments could reach \$186 million a year more than they are now.

Unemployment taxes for 1958 will be about \$115 million. If the proposed legislation is enacted, they will be about \$200 million in 1959.

In short, if S. 1313 becomes law, the railroads will be required to pay additional taxes totaling \$185 million next year and eventually rising \$86 million more.

The bill would not be without cost to labor. Since employees must pay into retirement funds the same amount their employer pays, their contributions will mount proportionately.

In contrast to the \$21.88 now deducted from the checks of employees earning \$400 or more a month, deductions would rise to \$30 a month in July, 1959, and ultimately to \$36 a month by 1975.

There will be a more important cost

'Shippers Are Greatly Concerned . . .'

AS PRESIDENT OF THE NATIONAL INDUSTRIAL TRAFFIC LEAGUE, A NATIONWIDE ORGANIZATION OF SHIPPERS AND RECEIVERS, AND ON BEHALF OF ITS 1,700 MEMBERS I URGE YOUR DISAPPROVAL OF S. 1313 AMENDING RAILROAD RETIREMENT AND UNEMPLOYMENT INSURANCE ACT NOW PENDING BEFORE SENATE COMMITTEE ON LABOR AND PUBLIC WELFARE. SHIPPERS ARE GREATLY CONCERNED OVER ADVERSE EFFECTS AMENDMENTS PROPOSED BY S. 1313 WOULD HAVE UPON THE RAILROAD INDUSTRY. RECORD BEFORE SMATHERS SUBCOMMITTEE VIVIDLY POINTS OUT THE UNFAVORABLE COMPETITIVE CONDITION OF RAILROADS. THE PASSAGE OF S. 3778 INDICATES CONGRESSIONAL DESIRE TO ASSIST RAILROADS. PROVISIONS OF S. 1313 IF ENACTED WOULD FURTHER REDUCE THE COMPETITIVE POSITION OF RAILROADS AND THUS NULLIFY THE EFFORTS OF CONGRESS TO AID THE RAILROADS AS SHIPPERS ARE FORCED TO USE THE MOST ECONOMICAL MEANS OF TRANSPORTATION. THEREFORE YOU ARE URGED TO DISAPPROVE S. 1313.

(Telegram from Grant Arnold, President, National Industrial Traffic League, to Senate Committee on Labor and Public Welfare.)

to employees, however, according to AAR President Loomis. Mr. Loomis points out that the proposed program would necessitate even more cost-cutting to save the industry. He contends that additional layoffs would be the result of the legislation. Railroad employment, he stresses, is already down from last year by more than 170,000.

As far as unemployment compensation is concerned, railroad benefits are already much higher than those paid under state systems. Under S. 1313, the minimum weekly benefit would be \$40.80. About half of the 51 state and territorial systems have a maximum weekly benefit of \$30 or less. Only five of these systems have a maximum weekly benefit as high as the minimum provided in the proposed legislation.

State systems pay benefits for periods ranging from 6 to 26 weeks with one state paying them up to 30 weeks. Under the proposed legislation, certain railroad workers could draw benefits up to one and one-half years and an individual could draw several thousand dollars during one period of unemployment.

Increased benefits would also go to those unemployed due to sickness, injury, or "maternity period" (only four states pay any sickness benefits).

ERPC Chairman Mackie points out that the Eastern roads would be particularly hard-hit by the pending legislation. Over \$62 million of the proposed additional payroll taxes would be borne by these already-struggling lines, in many cases increasing rising deficits.

"Congress has been laboring for months to prescribe a partial remedy for a sick railroad industry," he says, "and now at the last minute may unwittingly slip in a dose of poison that will call for an undertaker instead of a doctor."

Wright Succeeds Henry at AAR

The railroad industry's search for a new public relations chief is over. The AAR's board of directors is scheduled to elect J. Handley Wright vice president—public relations on July 25.

Mr. Wright will succeed Robert S. Henry. Mr. Henry passed the voluntary retirement age some three years ago but has continued in his post until a successor could be found.

Mr. Wright, formerly executive vice president of the public relations firm of Selva & Lee, Inc., with offices in Chicago, was in Washington last week to get acquainted with his new associates. His election will be announced officially after the AAR board meeting.

Mr. Henry has been with the AAR since 1934. He entered the railroad business in 1921 as director of public relations for the Nashville, Chattanooga & St. Louis. He established the AAR's public relations department when the association was formed and directed its programs while the transportation industry negotiated such bumpy roads as the fight for repeal of land-grant rates on government traffic and passage of the Reed-Bulwinkle bill and the Transportation Act of 1940.

The AAR in 1956 established a special committee headed by George M. Crowson, assistant to the president of Illinois Central to recommend a successor to Mr. Henry. Prominent public relations officers, within the railroad field and from general industry, were considered. At one time, the name of James G. Hagerty, Presidential press

secretary, was among those being discussed.

Mr. Wright, who is 52 years old, joined Selva & Lee in 1951. He has been assistant to the president, director of advertising, and director of indus-



J. HANDLEY WRIGHT

trial and public relations for Monsanto Chemical Company. Formerly, he was executive vice president of Associated Industries of Alabama and assistant director of public relations of the National Association of Manufacturers. Mr. Wright served with the Associated Press following his graduation from Vanderbilt University.

Commuter Subsidy Gets Legal OK

The Massachusetts Supreme Court ruled last week that the use of public funds to preserve public transportation was a "lawful public purpose."

Thus the Court cleared a legal path for a \$900,000 public subsidy that has been proposed to save the New Haven's Old Colony commuter line—and also suggested a legal pattern that might well apply elsewhere.

Although the decision set legal precedents only in Massachusetts, it could well influence legal thinking in other states that—like Massachusetts—have constitutional provisions against payment of public funds for private operations. New York has such a provision.

The bill providing a subsidy from Boston and 37 neighboring communities was passed by the State Senate but was then withdrawn and sent to the Supreme Court for an opinion on its legality. In the meantime the bill was amended to remove railroad objections to its original form.

The amended bill is expected to pass the Senate again. It has the backing of Governor Foster Furcolo. However, the bill is opposed in Massachusetts' lower house. Some Boston legislators have talked of adding a rider requiring neighboring towns to help pay Boston's Metropolitan Transit Authority deficit.

Unless such aid is forthcoming, the New Haven will close down the commuter line permanently (RA, July 14, p. 9).

Meanwhile, approximately 700 New Haven employees who would be affected by the line's closing said they were considering voluntary contributions to help keep service operating. Weekly gifts of from \$3 to \$5 would be pledged by members of the 21 labor organizations affected. A spokesman for the employees said that this would give the railroad between \$100,000 and \$180,000 a year in additional funds.

As Boston continued to struggle with its commuter problem, Connecticut com-

muters were showing increasing signs of worry over their own future. In Darien, Conn., a legislative subcommittee held an open meeting to ask commuter advice on possible solutions to the New Haven's financial crisis. The commuter groups represented generally agreed that the railroad needed help and that part of this should come from fare increases.

From several such meetings with commuters, the Connecticut legislative committee hopes to present a program for action to the 1959 General Assembly.

The commuter situation in New York City, meanwhile, appeared to have reached a stalemate—everybody was talking about the crisis (following New York Central President Perlman's statement that the NYC might have to consider quitting the commutation business entirely), but nobody seemed inclined to do much about it.

The New York World-Telegram and Sun summed up the situation editorially: "We think (a) that the railroads deserve relief, but we also think (b) that the metropolitan area cannot stand any more

wholesale curtailments of commuting service."

In an effort to prevent any such curtailments, New York officials fired off telegrams to Congress urging adoption of the House version of the pending Transportation Act of 1958.

Governor Harriman charged that the Senate provision "would in effect permit any railroad to abandon passenger services simply by informing the Interstate Commerce Commission of its intentions." Also favoring the House version were New York Senator Javits and Public Service Commission Chairman Feinberg.

Replying to Governor Harriman, the NYC's Perlman declared: "The railroads have no hope of survival under any system of regulation unless it be one under which the ICC itself has the comprehensive power and duty to do what is required; and to do it in an expeditious and efficient way."

The differences between the House and Senate provisions are these:

Both versions would set up procedures whereby a carrier would obtain from the ICC permission to abandon some services now subject only to state regulation. What seems to bother the state officials most is the Senate version's provision stipulating that an ICC order requiring continuance of a service must be accompanied by a finding that the continuance will not result in a net loss to the carrier.

The House version requires only a general finding to the effect that the contin-

uance is required by public convenience and necessity and would not unduly burden interstate commerce.

The ICC prefers the House version. It has advised the Senate-House conference committee that the effect of requiring a no-net-loss finding would be "to transfer effective control not from the states to the commission, but from the states to the carriers themselves."

IC Gets Advice

Cities Suggest Ways to Cut Passenger Deficits

Action on Illinois Central's petition to consolidate Chicago-St. Louis passenger operations has been set back to next fall. Oral arguments on the proposal will be heard Sept. 16 by the Illinois Commerce Commission.

Motion for the oral argument was filed by attorneys representing Springfield, Clinton and Gibson City, Ill., and the Clinton and Gibson City chambers of commerce.

The intervenors did not dispute IC's claim of losses on the trains; nor did they argue that the road should be required to continue to sustain the losses cited.

They did, however, place the blame for the greater part of the loss on three factors—"the deluxe character of the services presently being offered, the abnormally high cost of operations south of Spring-

field and the inadequacy of schedules between Springfield, and intermediate stations north of Springfield, and Chicago."

Their proposals for correcting the situation: "If coach operations were substituted for the present combined coach and first-class operations, if operations south of Springfield were curtailed to the minimum, and if schedules between Springfield and Chicago were adjusted to offer the maximum of convenience and attractiveness to the traveling public, the losses now sustained might be eliminated or sharply reduced."

IC is seeking to consolidate its six Chicago-St. Louis trains into two, one each way daily. The road cited direct operating losses of more than \$800,000 on the operation in 1957 (RA, Feb. 3, p. 33).

Colorado Assessments

Don't Please Everyone

Assessment reductions for Colorado railroads haven't pleased everyone concerned. The cuts, granted to the 14 common carrier lines operating in the state, averaged out at 4.5 per cent (RA, July 7, p. 52).

Thus far, commissioners in one Colorado county have objected to the reduction in the Rio Grande's 1958 assessment. And two railroads have registered protests on grounds that the proposed valuation cuts are not large enough. Hearings are scheduled for July 14 and 15 in Denver.

Watching Washington *with Walter Taft*

● **WHEN RATE-CUT PROSPECTS BECOME ADVANTAGES** of the "inherent" variety is something the ICC concludes it does not have to decide in the Schaffer case. That's the case wherein the United States Supreme Court ruled that the commission erred in denying a trucker's application for operating rights on the ground that available rail service was adequate.

FAVORABLE COMMISSION ACTION has now been taken on the Schaffer application for additional authority to truck granite out of South Dakota and Vermont. It resulted from reconsideration of the case in light of the court's decision. The commission, however, relied on service factors which were of "sufficient weight" to support the ruling. Thus it felt relieved of any need for getting into the question of whether Schaffer or the railroads "offer or have the ability to operate at the lower rate."

● **TRUCKERS ARE STILL THE RATE-MAKING CARRIERS** of iron and steel articles in eastern territory. The ICC is so advised by one of its examiners, Tobias Naftalin. He cites evidence indicating generally that truckers lose business to railroads only when rail rates are lower than comparable truck rates.

MINIMUM TRUCK RATES and a finding that present rail rates are not unlawful are recommendations of the examiner's proposed report on the stiff competition for this substantial volume of traffic. The commission decided the case that way more than a year ago, but then ordered the further hearing out of which the proposed report has come from the examiner.

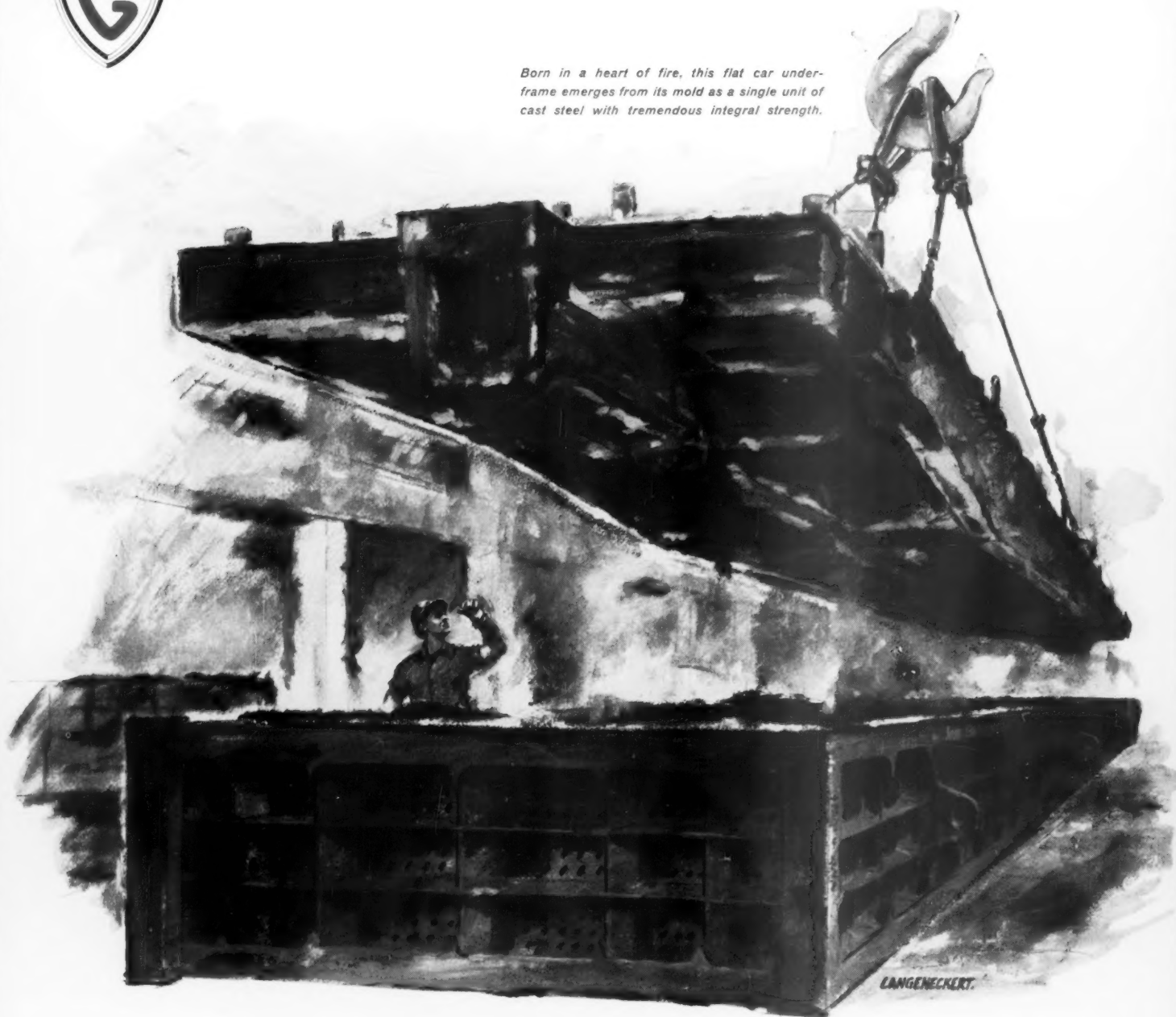
● **RAILROAD PROGRESS** in building up fleets of specially-equipped cars is something the examiner thinks the commission should recognize with a formal finding. The special cars overcome railroad disabilities with respect to wrapping and shrouding, and bracing and blocking. There are now more than 1,700 of these cars in service, a big three-year build-up from the 105-car fleet of 1955.

● **STOPPING LIQUOR SIX YEARS** in transit for aging now seems a long wait to the ICC's Board of Suspension. It has suspended for investigation some tariffs which propose to publish that arrangement. Varying aging periods allowed under present transit tariffs don't generally run above three years. But at least one schedule allowing six years is in effect. Presumably it slipped by unnoticed, thus avoiding suspension.



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Should RRs Charge for Debris Left on Cars?

Dunnage left in or on railroad cars long has vexed railroad operating personnel, especially at the local level. Apparently one reader has had a recent unhappy experience, because he writes as follows:

"A consignee received flat car load of machinery of excessive width dimensions. The machinery was loaded on timbers which were fastened to the car floor. The timbers had the same width as the commodity. After machinery is taken off the car, can you compel consignee to take excessive width dimension dunnage off the car before railroad will accept release of car?"

We have an answer here, for our correspondent, from S. R. Jennings, manager of the Eastern Demurrage & Storage Bureau, which reads:

"The matter of leaving dunnage in cars

is similar to leaving debris in cars. It is the general practice throughout the country to release inbound cars at the time unloading of shipment is completed and not attempt to assess demurrage until all debris or dunnage has been removed.

"The suggestion that cars should not be released from demurrage until all of the contents—including dunnage and debris—have been removed, is not a new one. A great number of years ago, the Terminal Railway Association of St. Louis tried out the plan of assessing demurrage until the dunnage, etc., was entirely removed. This proved to be a failure because it was impossible to hold consignee responsible after he had removed his lading from the car. On occasion, refuse which is left in cars is directly traceable to a previous lading.

"As a matter of information, the AAR Committee on Demurrage, Storage, Reconsignment & Diversion at its June 23-24, 1948, meeting, had before it a proposal that the demurrage tariff be amended to charge demurrage in instances where dunnage and debris is left in a car after the lading has been removed until such time as the consignee takes out the dunnage and debris.

"The minutes of the above-mentioned meeting show that the committee was of the opinion that an amendment of the demurrage tariff as suggested, would be impractical from the standpoint of administration and on account of other questions it might raise. Further, the committee was also of the view that the demurrage tariff is not the proper medium in which to control the situation."

Can we improve methods of evaluating operating efficiency?

Certainly there can be little doubt that railroads need to improve their operating efficiency. And obviously, a 1957-1958 committee of the American Association of Railroad Superintendents thought that the railroads could—and should—find "improved methods of reporting and evaluating operational efficiency."

The committee, headed by W. B. Groome, an assistant superintendent on the Union Pacific, in part had this to say on the subject:

"For intelligent evaluation of overall costs some method to learn costs must be used. Such data gathering methods vary widely among railroads.

"A railroad operation is frequently hard-pressed to reduce operating costs as business declines. This committee feels, if division people were furnished proper information promptly, more could be done to keep operating costs in line with business fluctuations.

"This committee thinks cost control is not developed as well in the railroad business as it is in the industrial field. To achieve close railroad cost control, management must evolve new and improved methods of reporting and evaluating efficiency in operation."

The committee went on to advocate cer-

tain types of reports on individual trains, especially scheduled trains. (This has been done by the Canadian National, and perhaps by some others as well.) The committee also pointed out that it would be desirable, in connection with performance reporting, to establish efficiency goals. Mr. Groome and his group stated that in the CNR system targets or bogeys were set "by each general superintendent, after consultation with local officers. Targets are flexible, being changed as often as necessary to meet traffic, seasonal and other considerations. *The target is expected to be realistic, difficult to achieve but possible of attainment.*" (Italics are those of the committee.)

The superintendents went on record as saying that many reports furnished to the division level are too detailed, and too late. They recommended that most reports be furnished on a two-or-three-day time lag basis, and in no case should the information be more than a week old. Other recommendations were:

1. Limited revenue data should be incorporated in the reports. (It was pointed out that the C&O does this.) Committee members felt inclusion of this information would help them spot unfavorable business trends, thereby prompting them to take

steps to check closely the economy of their operations.

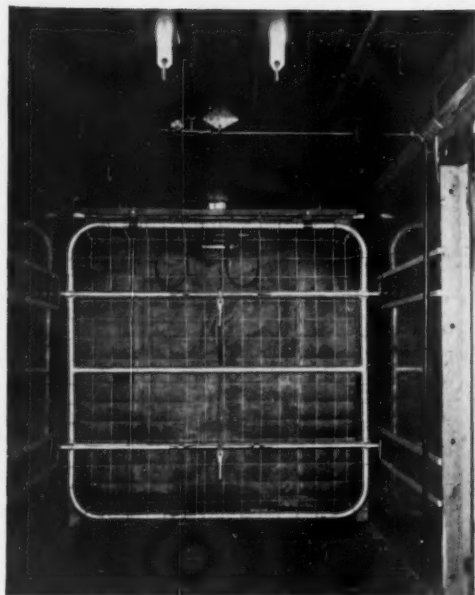
2. In reports, money values should be used in reviewing all phases of operations. Money values make more of an impression on personnel than do figures on gallons of fuel oil, etc.

3. Management should review the practicability of year-to-year comparisons.

I expect that in the next few years there will be considerably more emphasis given to this important subject of timely reports which contain information really helpful to the division superintendent and his staff.—G.C.R.

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in frequent weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

Air Can Cut Damage



▲ **PRESSURE BULKHEAD** hangs on support bar suspended from two overhead tram rails. This bulkhead is a two-cell model. Each cell has a separate air supply line running from a quick-disconnect fitting on ceiling manifold. Conventional wire-mesh bulkhead in foreground is used for securing partial loads or for containing loads at the doorway.

The fight against damage to railroad freight continues on all fronts.

One of the latest developments in the struggle to cut freight damage is the pressure bulkhead method of freight-car packing.

Such a loading device was demonstrated recently at the Wilmerding, Pa., plant of Westinghouse Air Brake Co. It consists of a series of movable, inflatable walls. Suspended from tramrails on the ceiling of the car, the cushion-like bulkheads can be interspersed through the length of a merchandise lading during loading. They are then inflated with low-pressure compressed air to take up all the remaining empty space.

As the load itself compresses and shifts during transit, the air walls immediately take up any additional space that develops. Pressures are equalized through the manifold formed by the air delivery system to which all the bags are connected.

In describing his development, the inventor—H. H. Dasey—said there is nothing original about the components of his

patented system. U. S. Rubber cooperated in the development and construction of the air cells. They are similar in structure to the "air dunnage" units sold by U. S. Rubber. Because the components of the new system are parts of the car, it is expected there will not be the losses experienced with standard air dunnage, and with some mechanical loader components.

The separate bags of the air dunnage system—only one or two per car—require higher pressures than the series of thinner walls spaced throughout a load. According to a U. S. Rubber spokesman, the lower pressures should expand the fields of application for pneumatic lading devices.

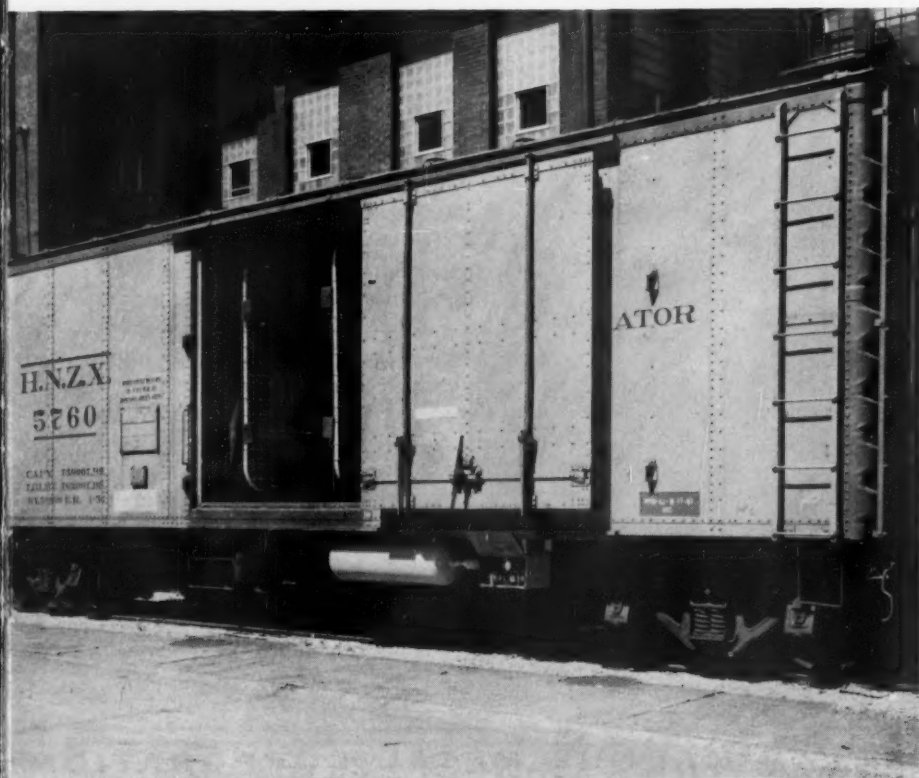
The pneumatic system was developed by Westinghouse Air Brake. It operates on extremely low pressures and is not connected to the car's brake system. No brake pipe air is consumed. Pressures in the air walls are maintained at constant pre-set values. These pressures are very low. Typical values are $\frac{1}{2}$ to $\frac{3}{4}$ psi, with a maximum of about 1 psi.

Because of the volume of air involved, the system was designed to avoid any connection with the car brake system. Instead, a reservoir under the car is charged from a trackside air supply to a pressure of 80 psi or more. From this, air passes through a self-lapping Controlair valve which produces the operating pressure of 1 psi or less. In operation, additional air is added or air is bled from the inflatable walls by the valve to maintain the pressure setting exactly. The reservoir volume is more than sufficient to supply the bags through the series of pressure adjustments which might take place on a transcontinental trip.

A typical loading procedure would be to move all air walls to one end of the car, with the exception of one left against the end where loading will start. As cargo is moved into the car, the uninflated air walls are moved in at about 10-ft intervals. For part-car or half-car shipments, a Pittsburgh Steel Products welded steel screen is supplied, which can be positioned to act as a fixed intermediate bulkhead.

Once the car is loaded and the walls expanded, it is claimed the car is almost theft-proof. Because the air walls will expand slightly over a lading which does not reach their tops, the load is held against the car floor.

Following a series of impact tests at the Westinghouse plant, the first car—an H. J. Heinz Co. refrigerator—is expected to go into regular service handling the food products of its owner-operator.



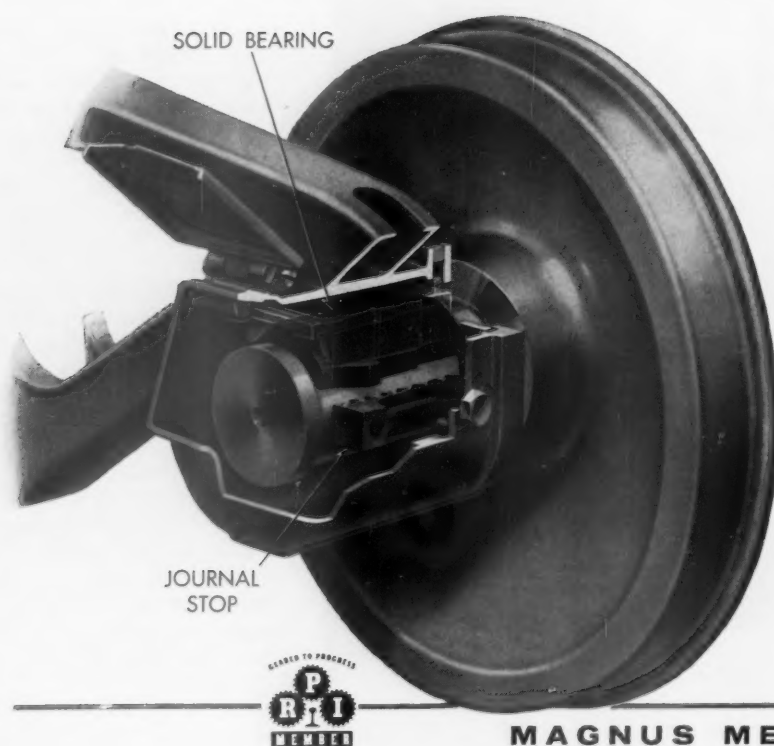
▲ **INSULATED CAR** operated by H. J. Heinz Co. has first installation of movable pressure bulkheads. Control valve and special reservoir are beneath opened car door.

HOW SOLID BEARINGS AND JOURNAL STOPS HELP KEEP

It's a fact...

that MAGNUS R-S JOURNAL STOPS
can cut hot boxes 90% —
save 43% on total bearing operating costs

*Overall experience proves that Journal Stops
performance you want—*



AAR SOLID BEARINGS

Simple
Dependable
Economical
Safe

R-S JOURNAL STOPS

Permanent installation
Better bearing performance
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MAGNUS METAL CORPORATION

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This is how much you can save every year with Magnus R-S Journal Stops—almost \$35 on every car so equipped!

*can give you the kind of bearing
and pay for themselves in less than 3 years*

R-S Journal Stops stabilize the entire journal bearing assembly. That eliminates 90% of the hot boxes—probably even more. You cut down the service attention required. Conservatively you double bearing and dust guard life. You reduce wheel flange wear and get more miles per axle too.

Right now you save almost \$35.00 per car annually—pay the complete cost of the Stops, including installation, in less than three years. And bigger savings are sure to come. That's because R-S Journal Stops will help make possible a further extension of intervals between repacks. (Without Journal Stops the maximum extension won't be practicable). They'll make it easier to provide an effective rear seal, save on oil, still more on servicing.

Yes, R-S Journal Stops are the low-cost answer to hot boxes. And with them you still have all the many advantages that solid bearings bring to railroad rolling stock. You can take the maximum load, make the fastest schedule. Lading gets the smoothest ride. You save excess dead weight and get the lowest possible running resistance in pounds per ton. Best of all, with Journal Stops solid bearings can give the kind of performance you want at a price you can afford to pay.

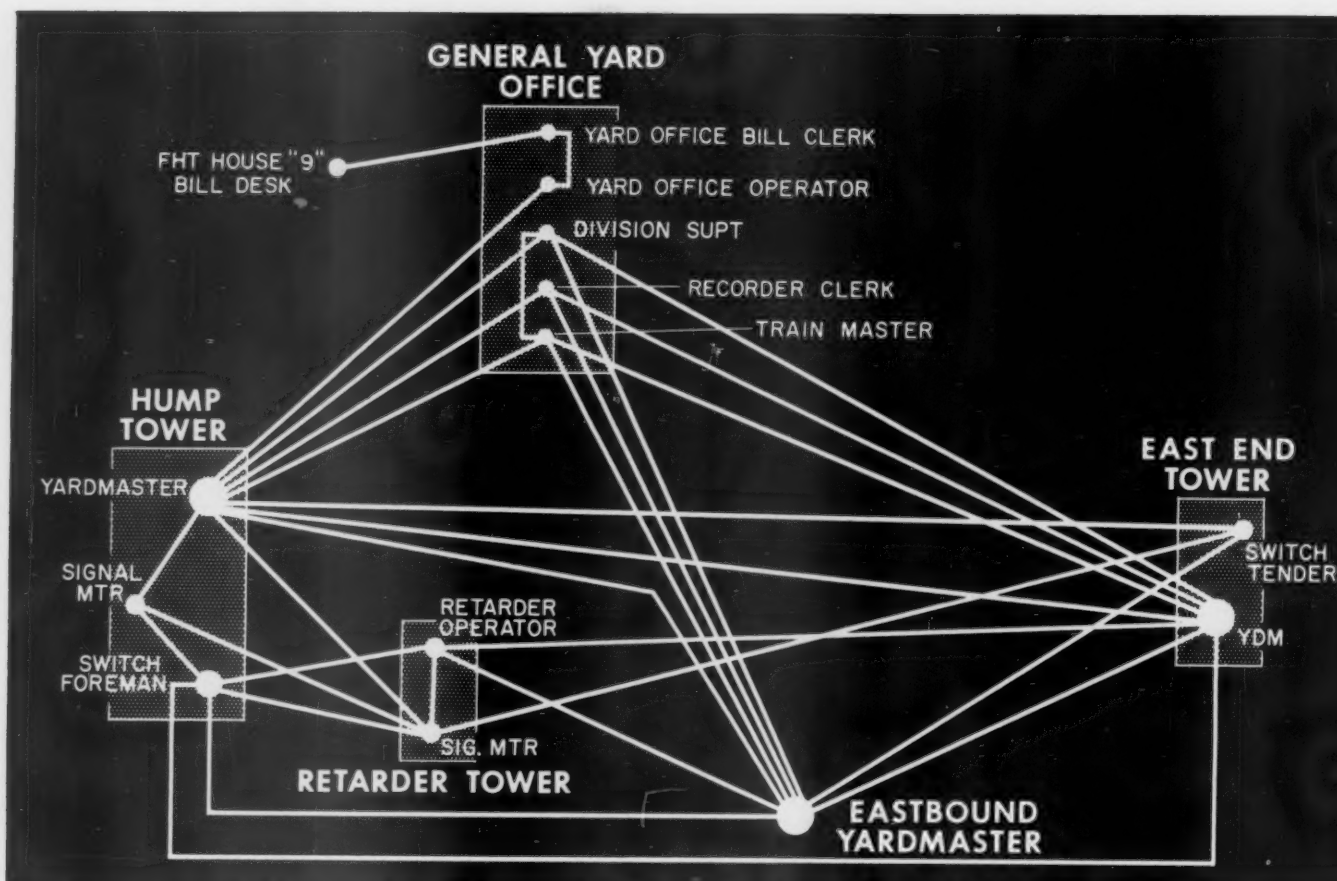
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Subsidiary of **NATIONAL LEAD COMPANY**



DIRECT INTERCOM circuits provide instantaneous communications among key people at Cicero yard.

Communications Speed Yard Work

The new Burlington yard at Cicero, Ill. (RA, July 14, p. 21), is equipped with modern communication systems. Each of the talk-back systems serves a specific purpose. Any single talk-back speaker can be identified as part of a system by a color painted on the push-button housing, which is half-way up the mast. Most speakers are mounted back-to-back in pairs on pipe masts. If one talk-back speaker is used in two systems, there are two pushbuttons in a single housing, and the housing is painted two colors to designate the two systems.

Eight separate talk-back speaker systems, some intercom, provide communications throughout the yard:

The hump tower yardmaster is on the top floor of a brick tower near the crest of the hump, where he can see the entire yard. On his desk is a large communication control console from which he can control the 49 talk-backs marked "H" having red button housings, four of which are dual speakers controlled elsewhere.

The switch foreman of the crew pushing cars over the hump works in a room on the ground floor of the tower at the hump. For directing pin-pullers, this foreman has control of three talk-back speakers marked "F" along the track over the hump.

The outbound yardmaster has charge of making up trains and cuts for eastbound delivery to connecting lines, industries and freighthouses. He is in the eastbound yard office, which is on the south side of the yard at the east end of the eastbound departure yard. He controls 29 talk-backs marked "B," with switch housings painted blue; 13 are dual units. Equipment is provided so the hump tower yardmaster can, by operating one key on his console, transfer all "B" talk-backs to keys on his console.

The East End yardmaster, on duty only during periods of peak traffic, works at a desk on the second floor of East End tower at the extreme east end of the yard. The console on his desk controls 45 "E" talk-backs with switch housings painted yellow;

14 speakers are shared with another console. When this yardmaster is not at his desk, the hump tower yardmaster transfers all "E" talk-backs to the hump tower console by operating a transfer key.

The switch tender in the East End yardmaster's office operates a machine for controlling non-interlocked power switch machines near the East End tower. Keys for communications control are mounted in the same panel, together with levers that control the power switches. This is an excellent example of coordinating communications and interlocking controls. The keys connect to eight "S" two-button dual talk-backs east of the tower, all of which are used jointly with the East End yardmaster.

The retarder operator has a switch control machine with levers to control power-operated switches at the west entrance of the receiving yard, and the west exit of the departure yard. The machine has keys for control of 10 "W" talk-backs at the east end of the yard, 3 of which are dual units.

The car foreman in charge of the car repair yard has a console in his office with keys connected to 8 talk-backs at various locations along the repair tracks. After 11 p.m., the car foreman's office is closed. At that time, the yardmaster in the hump tower can throw a special key to connect the 8 repair-track talk-backs over to 8 keys in his console. He thereby retains use of speakers along the repair tracks.

A direct-calling "hump" speaker line connects the car inspection pit, the hump foreman on ground floor of tower, the retarder operator, and the yardmaster in top floor of hump tower. These speakers are "on" all the time, so any conversation on the circuit is heard on speakers at the other three locations. If the inspector in the inspection pit sees a defect on a passing car, he calls over the line so the car can be routed to the bad-order track as it goes over the hump. If the inspector in the pit makes such a call, it is heard on a fourth speaker on the outside of the inspection shelter house, so a car man can put a "bad" order card on the car.

If the yardmaster prefers not to monitor this line all the time, he raises the proper key, which cuts his speaker over to another circuit. If any of the other three men want to call the yardmaster quickly, they raise their keys "up" to the other circuit and talk to him directly.

Road and yard engines are equipped with radio, as are the three locomotives assigned for humping, which have two-channel radio. The engine being used to push cars over the hump will be working on the hump frequency. Calls on that frequency can be made to the locomotive by the hump foreman, retarder operator, or by the hump tower yardmaster.

If cab signal equipment on the hump locomotive fails, hump operations are directed by radio. During cab signal failures, the radio is modulated with a 1,000-cycle tone, and the transmitter is then keyed for ½ second "on" and 3 seconds "off." While the tone is being received in a cab it is an indication the radio is operating properly and that humping can be done by verbal orders. If the tone ceases, locomotive must stop at once.

In the general yard office, a special desk is equipped for a clerk to make records of car numbers and initials as trains arrive at the yard or as they depart. On the desk are four magnetic tape recording and playback units of a quick-start-stop dictating type (Scribe, International Model S170A). Below these instruments is a console for

connecting the recorders, as well as for making calls to or receiving from road engine radio, train dispatcher, yardmaster; and East End tower.

Sitting at the desk, the clerk can look out his window to watch cars and read numbers into a recorder as they pass when arriving on the north receiving yard lead.

A separate radio system is used to communicate either way between this clerk and a man in the yard, using a portable radio packetset. When the field man calls in that he is ready to report cars, the office clerk plugs connections to a recorder. When the man with the portable radio is walking a train, the tape is running only while he is actually talking. Later, the clerk "plays back" the recording to typewrite the train list.

Facsimile Sends Waybill Data

Facsimile equipment is used by the Burlington to transmit information required to make up waybills for outbound cars. A facsimile transmitter in freighthouse No. 7 at Western avenue works with a receiver in the billing department at freighthouse No. 9, in Cicero yard, 3 miles away.

Also, a facsimile transmitter in freighthouse No. 10, at Cermak road, works with a receiver in No. 9. This special apparatus saves much time in making up waybills, and in many instances prevents delay in car departure. Equipment was furnished by the Facsimile Equipment Division of Air Associates, Inc., sold by Electronic Communications, Inc.

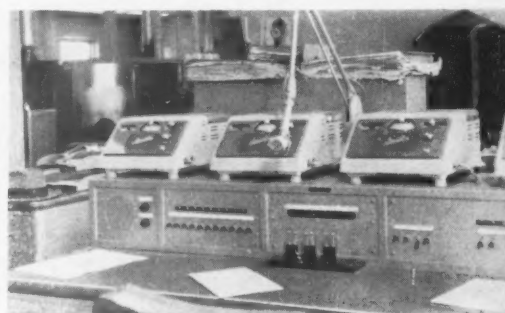
The new yard includes a complete system of pneumatic tubes to send waybills, train consists, switch lists and other papers between offices and towers. A 6-in. tube extends from the billing department in freighthouse No. 9 to the general yard office. Another 6-in. tube runs from the general yard office to eastbound yard office.

Smaller tubes run from the general yard office to the hump tower; hump tower to the retarder tower office; hump tower to hump foreman on ground floor of this tower. Also, for sending train order to

crews ready to depart, a 4-in. tube runs from the general yard office to the diesel locomotive house.

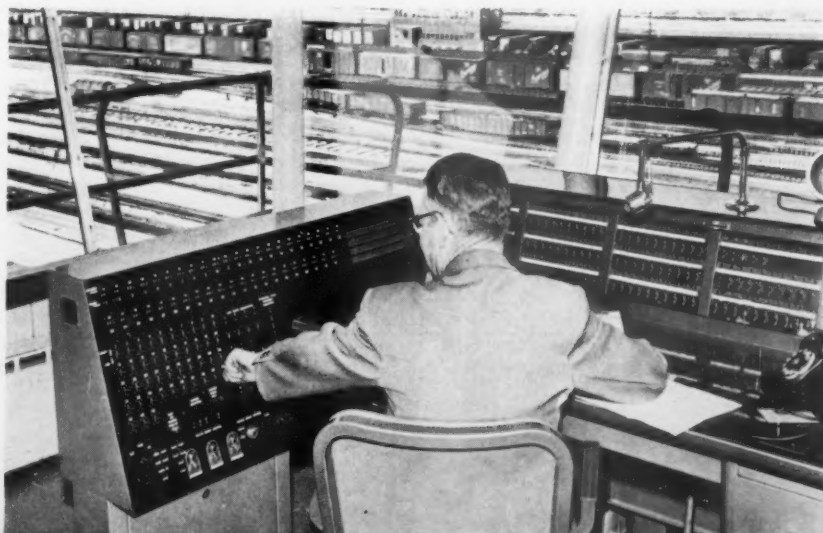
Offices in the yard are equipped with "dial" telephones connected to the Burlington private automatic exchange, which serves the Chicago terminal area. The dispatcher's telephone circuit is connected into consoles in various offices and towers as needed. The communication office, in the general yard office, includes printing telegraph equipment for receiving and transmitting complete information concerning cars in road trains which are ready to leave, or on the way to this yard.

The communication system was engineered, and installation supervised by, the Burlington's communication engineer, E. F. Hutchinson, under the direction of T. W. Wigton, general superintendent communications. Talk-back and intercom equipment, including tape recorders, was furnished by the R. W. Neill Company. The base station radio equipment was made by Bendix Radio division of Bendix Aviation, Inc. The portable Handie-Talkie radios, used in recording car numbers, were made by Motorola, Inc. The insulated wire and cable used in communications was made by Simplex Wire & Cable Co. The pneumatic tube equipment was manufactured by Kelly Systems, Inc.



CAR NUMBERS are recorded on magnetic tape. Men in yard can use radio packetset for grabbing car numbers of inbound trains.

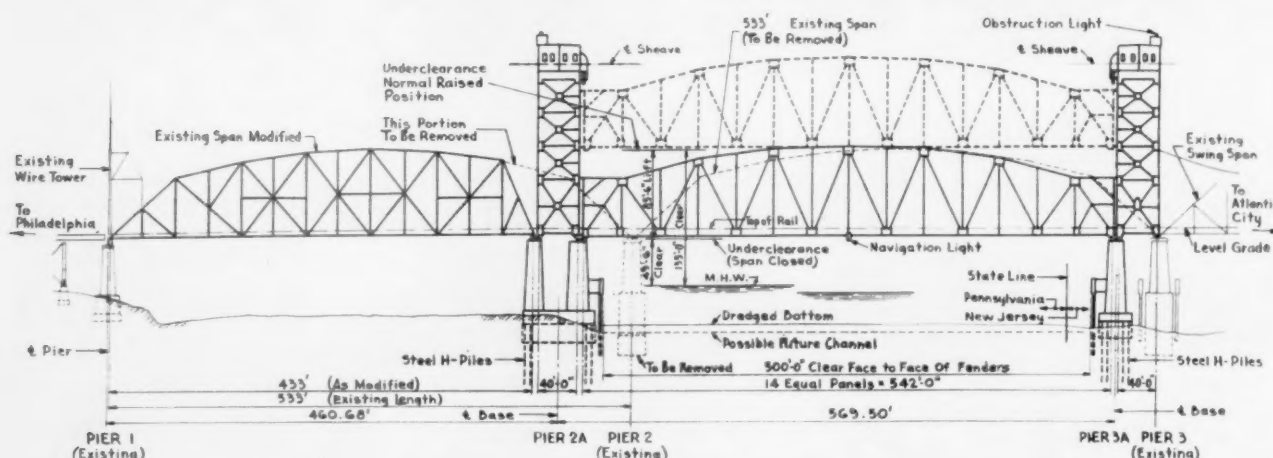
HUMP YARDMASTER has track fullness indication for each class track (left panel), as well as communications console for talk-backs, radio, and intercom circuits.





DELAIR BRIDGE as seen from the Philadelphia shore. New vertical lift span will be erected on location of truss span in

center of view. Note cofferdams for new piers adjacent to existing piers.



ELEVATION of new vertical-lift span shows how it will replace one of the 533-ft fixed spans and a portion of another.

PRR Bridge Will Set a Record

Travelers en route by train between Philadelphia and Atlantic City, N. J., these days are noticing evidence of a mighty engineering project as they cross the Delaware river. If they're inquisitive enough to ask questions of the conductor, and if he is well informed, they'll get some startling answers.

For one thing, they'll learn the work now in progress is by way of preparation for erection of the longest double-track vertical-lift bridge in existence, 542 ft between end bearings. If they question further, they'll find the project came about because Congress passed legislation calling for a channel with a clear width of 400 ft. Other requirements were channel depth of 35 ft at mean low water, and a minimum clearance of 135 ft above mean high water. A vertical-lift span was the

only practical way of meeting such requirements.

But why is a 542-ft span being built? That's because the U. S. Army Corps of Engineers raised the ultimate required channel width to 500 ft. And while they were at it they decided to eliminate a curve in the channel by shifting the center line 500 ft to the west.

Even the casual observer on a passenger train will appreciate the enormity of the problems involved in making these changes in an existing structure on the same alignment and largely without interference with railroad traffic. The working out of these problems became a project for the engineering department of the Pennsylvania under C. J. Henry, chief engineer, in cooperation with the U. S. Army Corps of Engineers.

Matters of bridge design were turned over to the consulting firm of Hardesty & Hanover. Another consultant—Gibbs & Hill, Inc.—was brought in to help with problems incident to the handling of transmission lines and the design of the catenary structure. The bridge is in electrified territory. Contracts are being awarded by the railroad.

The structure involved, the Delair bridge, crosses the Delaware river where the stream serves as the Pennsylvania-New Jersey boundary. The bridge has a total length of 4,397 ft. Beginning on the Pennsylvania side, it consists of an approach viaduct 2,129 ft long, two 533-ft fixed through-truss spans, a 323-ft swing span, another 533-ft fixed span, and an approach viaduct 324 ft long on the New Jersey side. There are two 120-ft open-

ings within the river channel, one on either side of the swing-span pivot pier. The swing span is closer to the New Jersey shore because the channel curves in that direction at this point. It is this bend that the Corps of Engineers wants to eliminate by shifting the channel 500 ft to the west.

A feature of the bridge that adds to the complexity of the project are towers added to it for carrying high voltage transmission lines. The lines connect the electrical network of the Philadelphia Electric Company on the Pennsylvania side with that of the Public Service Electric & Gas Co. on the Jersey side.

All alterations to the bridge will be made within the limits of the two 533-ft fixed spans on the Pennsylvania side of the present swing span. The span nearest the shore will be cut to a length of 433 ft. Purpose of this step is to allow space for the new vertical-lift span, and its two 40-ft tower spans, which will also occupy the position of the second fixed span.

Two new piers are being constructed to support the altered and new structures. Pier No. 2-A will be a completely new two-shaft pier. It will carry the west tower span and the east end of the 433-ft altered span. It will be founded on 504 14-in. steel H-piles, driven to rock. Pier No. 3-A will be a single shaft pier and will carry the front leg of the east tower span. It will be supported by 242 14-in. H-piles. Rear leg of the east tower span will be carried on the west rest pier of the existing swing span.

The lift span will normally be operated by two 221-hp DC motors, one in each tower, geared to the main counterweight sheaves and designed to raise the bridge in two minutes. An emergency diesel engine generator set will be provided to drive two 89-hp motors, designed to raise the bridge in five minutes.

The three-story control house will be in the east tower. The auxiliary power generating equipment will be on the lower floor, a switchboard room on the second floor, and bridge controls on the top floor. The controls will be mounted on a desk-type console. Normal and emergency controls will be mounted in separate blocks on the console.

The operator's location permits maximum observation of the channel when the bridge is in raised position. Auxiliary catwalks will be provided from the control

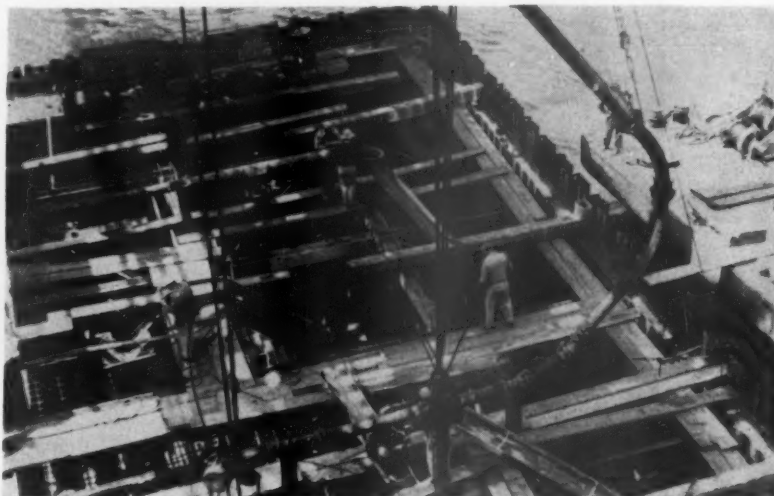
(Continued on page 33)

INSIDE the cofferdam at pier 2-A after seal concrete had been placed and the cofferdam dewatered. Steel bracing was installed as the water was pumped out. Note tops of H-section piles protruding through the seal concrete.

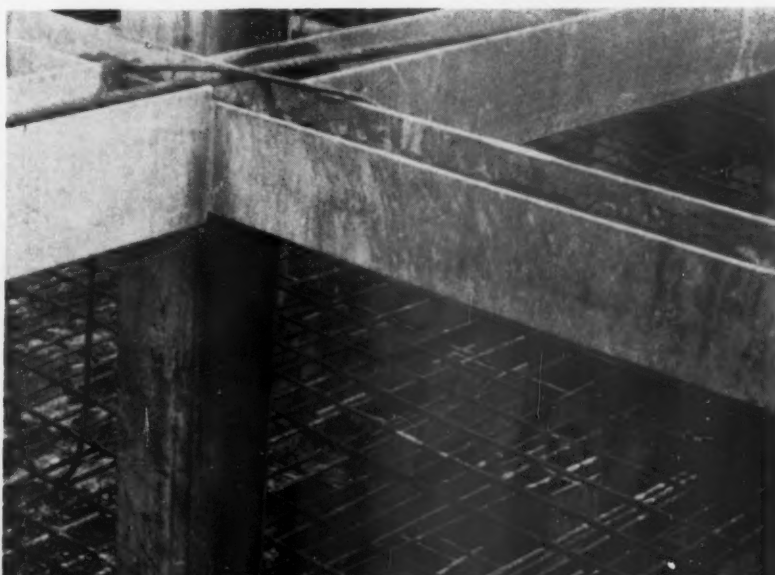
HOW THEY BUILD A RECORD BRIDGE



CONCRETE FOR NEW PIERS is delivered by transit-mix trucks and dumped into hopper of Pumperete machine which forces it through pipes to pier forms in cofferdams. Pumperete pipes were carried along deck of bridge.



COFFERDAM FOR PIER 2-A during placement of concrete. Pipe shown carries concrete for distribution inside pier.



Cast Steel INCORPORATED DROP END UNITS

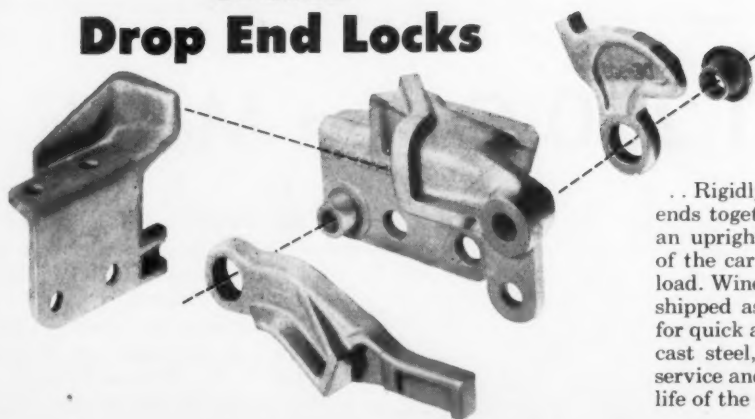
Speed



Service.. Sustain Structure

For outstanding economies . . . increased safety factors . . . improved strength and durability for the life of the car—Wine Drop End Units (Locks and Balancers) form *the perfect* combination!

WINE Drop End Locks



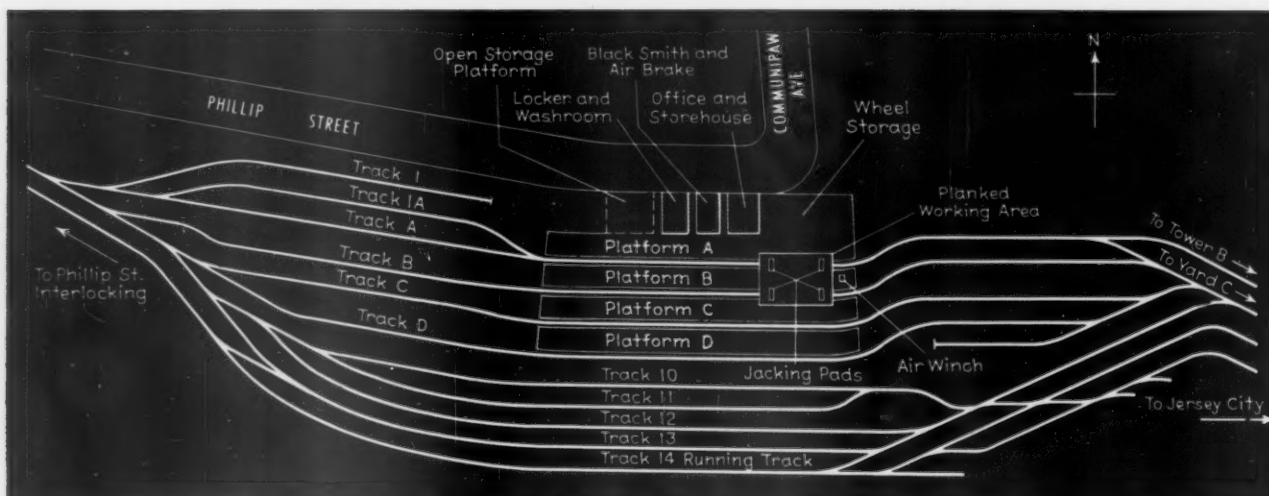
. . . Rigidly interlock gondola sides and ends together—securing the ends in an upright position. Top corners of the car cannot spread regardless of load. Wine Drop End Locks are shipped as an assembled unit, ready for quick application. Made of electric cast steel, they insure maximum service and durability throughout the life of the car.

WINE End Balancers

. . . Eliminate the necessity of using four or five men to close a drop end for car loading! Multiple spring steel torsion bars, incorporated between the center casting and the two outer hinge trunnion castings, permit *one man* to readily close the heaviest drop ends without assistance. Available for easy application on most drop end gondolas.



THE WINE RAILWAY
APPLIANCE COMPANY
TOLEDO 9, OHIO



YARD LAYOUT for new CommuniPaw repair facilities was carved out of existing freight yard. New plan had to conform to railroad's master plan for eventual improvements to the

whole area, which will some day put a new westbound yard in the old engine terminal area. Tracks A, B, C, and D are assigned for car-repair use.

JCL Repairs 1,250 Cars a Month



COMPLETED, BUT NOT YET IN USE when this picture was taken, Jersey Central's four-track repair facilities are normally filled with cars. Office-storehouse in the foreground, blacksmith shop in center, locker-washroom in background, were built specially for the new facility.



An average of 1,250 freight cars a month have gone through the Jersey Central's new repair facilities since they opened last February.

The facilities' new structures and work area, at CommuniPaw, N. J., were designed to provide more balanced production and to get loaded cars into symbol trains more quickly. Here's what was done and how the facilities operate:

Before the new area was built, car repairs in CommuniPaw were made on a cluster of badly drained tracks that tended to flood after every rain. Repair forces worked out of a series of retired box cars. The whole facility was saddled with the nickname "Indian Village."

The situation has changed markedly. The new facility, designed and built by Jersey Central forces, is complete in features the old area lacked. It is properly drained; has permanent structures for storehouse, office, locker and shop space; and the repair tracks are designed specifically for their function.

There are material storage areas at outside locations, properly spaced to cut out unnecessary travel.

The shop is on a city street, which means employees go to and from work without crossing tracks en route. Also, ma-

◀ **TIMBERED WORK AREA** for heavy repairs, shown here under construction, extends for 180 ft. along two of the four tracks. Four jacking pads are provided in the timbered area.

terial can be delivered or removed by truck directly at the shop.

Tracks are open at both ends, with track space at each end of the working area. This makes it possible to hold incoming cars at one end, completed cars at the other, and permits empty car operation on a first-in, first-out basis. The operating department cooperates to spot loaded cars so they will get first attention.

A hold track handles cars needing extensive repairs to ends or safety appliances. Cars that require material from their owners, or that need special disposition, are also held here.

What this adds up to in practice is balanced production: fewer shopped cars not placed and a lower count of cars left over. This in turn means that loaded cars get into the symbol freights quicker.

The new car repair area provides answers for several special problems:

Adequate storage space for repair parts

and equipment, including separate storage for inflammables; outdoor storage for wheelsets and other bulky items; paved surfaces and jacking pads in the heavy repair area; office space for car foreman and his staff; blacksmith shop (separate room with a clay floor); and locker and washroom facilities for car repairmen.

An area 925 ft long by about 100 ft wide was selected from the existing freight yard as the site of the new repair yard. Three new buildings were placed between working tracks and an existing city street. These are one-story, concrete block structures, all of the same general outside appearance. Inside, each has a different floor plan suited to its special function.

The combination repair shop office and storehouse is divided into four sections: a private office, a larger office with room for four desks, a storekeeper's office and storeroom, and a separate storage space for oil and waste packing.

The airbrake and blacksmith shop combination makes up the second building. The third structure is the locker and washroom combination. At two lockers per man, the 108 lockers are adequate for a 54-man working force.

Four crushed stone working platforms, 925 ft long, are provided adjacent to the tracks. Track A and B handle heavy repairs; C and D get light repairs. Four jacking pads are installed in the heavy repair area. An air winch mounted between tracks A and B is available for moving cars. Also, a slight downgrade into the working area makes it easier to move cars without a locomotive. Altogether, repair facility tracks have a capacity of about 70 cars.

After four months, we asked the Jersey Central, how is the new repair operation working? "Very well, indeed," was the answer. "We now have a modern plant and a more efficient operation."

Railroading



After Hours with *Jim Lyne*

WHAT RRS ARE GOOD FOR—A lumberman's magazine in Portland, Ore., says that railroads come in handy. That is, they can move lumber "when-ever the haul is too long for the trucks or ship space is tight." They are also useful in other ways—such as somebody to blame for "the high delivered price of lumber," or "sudden price increases due to car shortages." The magazine is "Crow's Lumber Digest," and thanks to my former associate Miles Burpee of the Wood Preservers Institute for sending it along.

INTERNATIONAL RAILROADERS—Hearing from Miles Burpee recalls the fact that he is Canadian born and started his railroad career there. There has been a lot of border-crossing by railroaders between the U.S. and Canada; and I have often wondered in which direction the tide is the stronger. James J. Hill, as I recall, was born in Canada, but attained his railroad fame in the States. Reciprocally, Lord Shaughnessy was born in Milwaukee. Of course, the outstanding boundary crosser of them all was the late Sir Henry Thornton—whose origin was Indiana, and who rose to high position in the U.S. as head of the Long Island. He then went to Britain to run the Great Eastern, following which he directed the Canadian National through its formative years.

MAGIC LANTERN LECTURER—My colleague Bob Lewis—whose articles on the Russian railroads you've seen in these pages—came back from the USSR with a lot of camera slides, from which he has worked up a magic lantern talk on Soviet railroads that he's been putting on for small groups, upon request. He has shown the slides to executive staffs of several railroads and a couple of large suppliers.

I think this pictorial evidence of how Russia is building up her railroads—while shrewd old Uncle Sam is letting his rail-

roads deteriorate—is as scary a show as you'll see. The Russians are out to lick us in the field of international trade—and, if we spend all our transportation improvement funds on high-cost transportation plant, and the Soviet invests its improvement funds in railroads, which country is going to undersell the other?

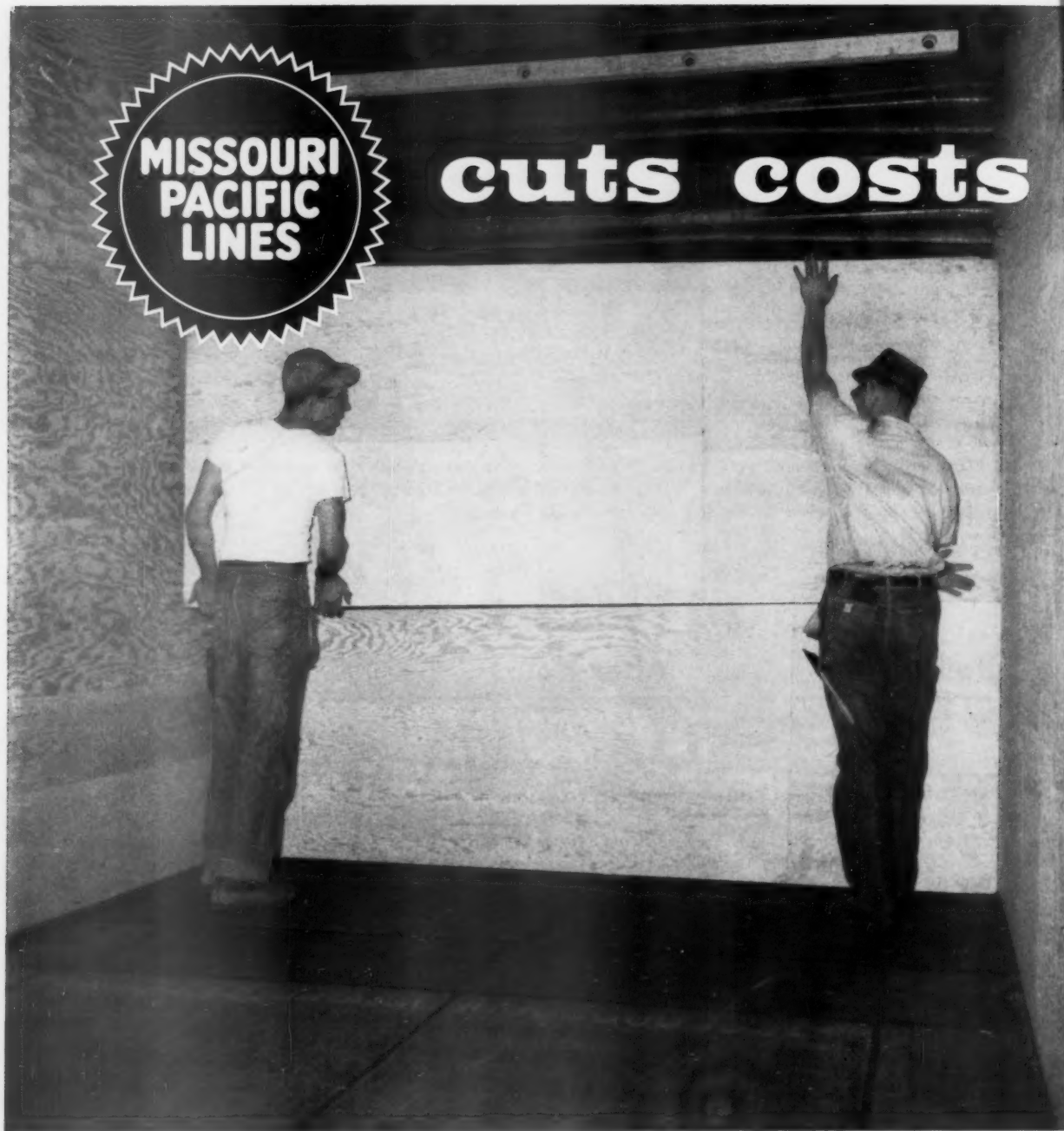
If this country doesn't wake up to the folly of letting the railroads rust, we're going to have a surprise one of these days that'll be a lot worse than Sputnik was. I suppose you've read, too, how Red China is going ahead with a large program of railroad construction.

SELLING FREIGHT SERVICE—I wonder how many railroad people see the literature put out by the Railway Systems & Procedures Association (aside from the members, of course). I've just received a 152-page soft-bound document from them, being a report of RSPA's 3-day April meeting on the Marketing of Railroad Service. There is more specific information on ways and means of selling and pricing railroad service in this book, than I've ever seen before, encompassed in so little space. Everything in the book makes exciting reading (excepting, probably, the "keynote" speech, which was repetitive of some things readers of Railway Age have already seen before).

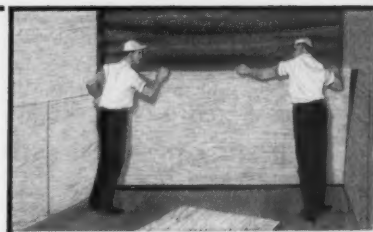
FRIENDLY PROFS.—Dr. Tom Sinclair, who heads AAR's relations with the teaching profession—points out that AAR makes no unsolicited mailings to college teachers. Each of the 1,100 professors on its regular mailing list is there because he wants to be. As a public relations operator of purely amateur standing, I think that development of an interchange based upon mutual confidence with such opinion leaders as college teachers is just about the most effective public relations work anybody can do.



cuts costs



**Only Exterior Fir Plywood
car lining has
all these advantages:**



LOW COST—Easy to install fir plywood lining speeds work... saves 50 per cent and more in labor costs alone.

with Fir Plywood boxcar lining

Missouri-Pacific reports Exterior plywood speeds work, saves 10 man hours per car

EXTERIOR FIR PLYWOOD car lining plays an important role in the big, fast-moving operation at Missouri-Pacific's construction yard at DeSoto, Missouri, where modern assembly line techniques can send a new boxcar into service every hour of the day.

The in-place cost of the plywood car lining is less than T & G lumber, chiefly because it can be installed so much faster. Shop officials estimate that fir plywood saves over 10 man hours per 40-foot car. Total lining costs (including labor and materials) comes to less than \$220 per car.

For Mo-Pac fir plywood has demonstrated its superiority in other ways, too. Interior surfaces are smooth, and the danger of infestation is minimized. Shippers like it because it's a clean (and easy-to-clean) lining that protects valuable loadings. Waterproof Exterior plywood is a strong, tough, rugged material capable of shrugging off blows that would split ordinary lumber.

Over the long haul, too, fir plywood lining pulls its freight with lower maintenance and longer life.

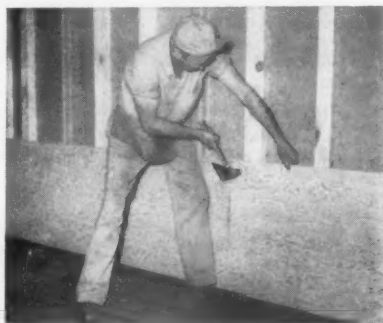
FOR MORE INFORMATION about fir plywood—its uses, properties and advantages—write
DOUGLAS FIR PLYWOOD ASSOCIATION
TACOMA 2, WASHINGTON

—an industry-wide organization devoted to research, promotion and quality control

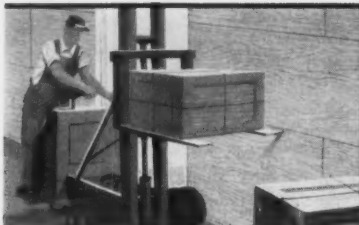
Always specify by DFPA grade-trademarks



At their DeSoto shops, Mo-Pac does big things in a big way, fast. Specially developed high-speed assembly line technique sends 8 new boxcars into service every day.



Exterior plywood is nailed horizontally with $\frac{3}{4}$ " fir plywood for side walls and 1" fir plywood for end walls. Crews use cement-coated nails with a special spiral thread for better holding power.



STRONG—Plywood has tremendous impact resistance . . . shrugs off blows that would split ordinary lumber.



SMOOTH—Clean, snag-free fir plywood lining pays off by yielding higher tariffs on fragile loadings.



WATERPROOF—Exterior plywood is made with waterproof marine glue, in several sizes and grades, including overlaid panels with hard, smooth, fused-resin fiber overlays.



Performance Proof No.116

Hormel load proves



RAILROAD MEN!

This Message Sells Shippers on the **EXTRA** Service they get from Railroads

Over 35,000 important traffic executives are reading this performance-proof message. They are discovering the many benefits of rail shipment in P-S Compartmentizer-equipped box cars.

Arrival—In Tampa, B. M. Angell, (left) chairman of the Canned Goods Shippers Assn., and J. R. King, vice-president of Winn-Dixie Tampa, Inc., inspect the shipment of Hormel canned meats and note its completely claim-free condition.



Arrival—Members of the Canned Goods Shippers Association—visited Compartmentizer-equipped Milwaukee car No. 8876 and its load after its 1,718 mile journey. This inspection revealed important shipper-consignee benefits: positive lading security, improved load-unload efficiency and the flexibility to handle all types of loads.



Loading—All loading operations—and unloading, too—are made more efficient in Compartmentizer-equipped box cars. Lift trucks, for example, move right into the car, position loads where needed. No jackstraw pile of special parts here . . . Compartmentizer gates stand flush against the side wall . . . car is always clear.



First Stop—Unloading at Hormel's Tampa Warehouse was quick and economical. No time wasted ripping out extra bracing and blocking, no car cleaning and no leveling and rebracing the remaining load. Compartmentizer Gates do the whole job . . . provide complete security, total load segregation without expensive extra effort.

Compartmentizer protection at Tampa shipper meeting

The Compartmentizer-protected load of Hormel products displayed at the Canned Goods Shippers Association meeting was just a routine stop-off shipment. Hormel's Austin, Minnesota plant routed it Milwaukee, I.H.B., I.C., A.C.L. and S.A.L. to their Tampa customer, Winn-Dixie, Inc., and to the Hormel Tampa warehouse. And there was nothing unusual, Winn-Dixie reports, about receiving a load in this *completely claim-free condition* when it's shipped in a Compartmentizer-equipped box car.

But to the traffic executives attending the show, the results were far from routine. It

was a startling shipping demonstration. No damage claims to file. No costly, special bracing or blocking to install or remove. No wrestling with a pile of heavy, awkward parts. Obvious, too, was the fact that here would be a pleased consignee. A consignee who would save dollars in unloading time and would have a "full order" ready for immediate shelf display and sale.

For detailed information on the many shipping advantages you gain through the use of P-S Compartmentizer-equipped box cars, write to Pullman-Standard. You'll get an immediate reply.

PULLMAN - STANDARD

CAR MANUFACTURING COMPANY

SUBSIDIARY OF PULLMAN INCORPORATED

200 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS
BIRMINGHAM, PITTSBURGH, NEW YORK, SAN FRANCISCO



Second Stop—Unloading a Compartmentizer-equipped car is an easy, one man job. Gates swing smoothly to open position—no two or three man crew is needed to manhandle heavy, awkward parts. And the Compartmentizer separates loads by product, carton size or consignee . . . handles car load, LCL, stop-off or pool car shipments.

**These shipper-conscious carriers
have P-S Compartmentizers in
service or on order to serve you . . .**

Baltimore & Ohio	Minneapolis & St. Louis
Central of Georgia	New York Central
Chicago, Burlington & Quincy	Northern Pacific
Chicago Great Western	Pennsylvania
Fruit Growers Express	Seaboard Air Line
Great Northern	Southern Pacific
Merchants Despatch Transportation	St. Louis
Milwaukee Road	Southwestern
	Texas & Pacific
	Western Pacific

Ask for them by name . . .

Compartmentizer-equipped box cars

Freight Operating Statistics of Large Railroads—Selected Items

Region, Road and Year	Miles of road operated	Train miles	Locomotive Miles		Car Miles		Ton-miles (thousands)		Road-loos on lines				
			Principal and helper	Light	Loaded (thousands)	Per cent loaded	Gross exel. locos & tenders	Net rev. and non-rev.	Unstored	Stored	B. O.	Per cent B. O.	
New England Region	(Boston & Maine).....	1,559	227,523	227,752	3,568	7,987	57.7	578,098	212,168	66	6	8	10.0
	1957	1,560	237,378	240,860	7,357	9,561	64.1	643,090	254,239	77	7	2	2.5
	1958	944	88,888	89,158	1,259	2,758	56.3	294,572	74,466	32	3	68	3.4
	1957	944	91,618	91,918	1,630	2,881	60.8	296,634	76,466	34	4	11	12.8
	1958	1,739	246,349	246,383	13,262	9,558	59.8	660,546	254,711	74	1	13	12.7
Great Lakes Region	(Delaware & Hudson).....	764	141,649	142,910	1,447	6,780	64.3	484,270	225,610	89	3	4	9.5
	1957	771	176,022	181,073	6,527	8,999	66.8	645,435	334,232	39	3	7	7.1
	1958	927	217,857	221,725	8,691	9,517	62.6	644,049	255,210	54	7	11	12.8
	1957	938	266,279	275,856	24,195	11,632	66.9	767,397	324,961	63	2	3	3.1
	1958	2,207	468,217	470,323	8,854	25,119	65.1	1,602,127	605,301	158	11	4	2.3
Central Eastern Region	(Erie).....	2,207	571,743	573,363	14,432	30,329	66.1	1,973,006	778,600	170	19	19	23.3
	1957	951	192,783	194,258	6,469	14,092	58.3	649,763	180,763	62	12	24	27.3
	1958	951	247,075	256,341	19,317	9,935	58.9	668,698	222,601	51	13	24	27.3
	1957	1,118	183,265	185,856	3,986	7,855	61.7	556,861	245,234	30	4	11	11.8
	1958	1,134	215,244	218,250	6,193	9,437	64.2	638,880	279,618	32	2	5	5.9
Southern Region	(New York Central).....	10,470	1,871,013	1,881,957	73,396	72,667	55.3	5,519,618	2,329,141	442	29	30	6.0
	1957	10,570	2,245,196	2,270,465	105,350	91,598	58.3	6,776,388	2,957,486	496	6	32	6.0
	1958	2,155	534,784	540,292	4,212	23,185	59.6	1,698,697	703,274	124	17	9	6.0
	1957	2,221	52,006	52,006	5,890	16,158	63.2	2,157,794	945,599	184	3	3	20.0
	1958	2,221	60,723	60,723	.....	2,767	64.4	239,675	145,331	15	.....	.....	.....
Northwestern Region	(Wabash).....	2,379	423,191	423,374	3,666	18,227	61.2	1,280,162	500,094	111	.....	6	5.1
	1957	2,379	515,537	517,266	6,526	21,843	62.5	1,503,821	590,028	110	.....	3	2.7
	1958	5,830	1,194,176	1,271,871	75,044	47,779	57.6	3,949,803	1,817,169	416	111	15	2.8
	1957	5,897	1,610,597	1,789,214	165,296	66,719	61.4	5,309,063	2,606,307	468	6	85	15.2
	1958	208	29,632	29,077	2	751	62.1	75,679	44,748	11	4	.....	.....
Southwestern Region	(Bessemer & Lake Erie).....	208	40,801	42,776	219	1,704	65.9	187,437	121,808	16	.....	.....	.....
	1957	208	109,221	110,373	3,707	3,003	60.7	300,533	152,656	59	.....	4	6.3
	1958	612	123,777	125,239	7,359	4,684	63.9	358,683	187,653	55	3	18	14.5
	1957	863	131,039	131,039	3,605	4,914	61.4	388,067	192,764	27	.....	3	10.0
	1958	862	1										

For the Month of April 1958 Compared with April 1957

Region, Road and Year	Freight cars on line			Per Cent B. O.	G.t.m. per train-hr. excl. locos. and tenders	G.t.m. per train-mi. excl. locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
	Home	Foreign	Total										
New England Region													
Boston & Maine.....	1958 3,534	7,077	10,611	2.9	40,751	2,549	935	26.6	677	44.2	4,536	16.0	107.8
1957 1,865	8,225	10,090	1.7	41,994	2,716	1,074	26.6	824	48.4	5,432	15.5	119.8	
Maine Central.....	1958 3,024	2,193	5,217	4.4	35,084	2,207	840	27.0	459	30.2	2,630	15.2	100.5
1957 2,125	2,897	5,022	3.4	34,239	2,261	834	25.6	498	32.1	2,692	15.2	104.8	
N. Y., N. H. & Hud.....	1958 4,539	10,548	15,087	4.3	45,277	2,681	1,034	26.7	539	33.8	4,882	16.9	121.3
1957 2,648	14,039	16,687	2.2	45,036	2,846	1,118	25.6	578	35.1	5,501	15.8	113.3	
Delaware & Hudson.....	1958 7,718	4,732	12,450	4.6	62,664	3,437	1,601	33.3	617	30.5	9,843	18.3	132.5
1957 2,235	6,086	8,321	4.9	65,487	3,683	1,907	37.1	1,381	55.7	14,450	17.9	164.2	
Del., Lack. & Western.....	1958 7,753	7,406	15,159	8.3	52,277	3,001	1,189	26.8	560	33.4	9,177	17.7	138.7
1957 4,863	10,203	15,066	2.9	51,068	2,939	1,244	27.9	680	36.4	11,548	17.7	167.8	
Erie.....	1958 13,770	12,316	26,086	5.0	71,301	3,450	1,304	24.1	776	49.4	9,142	20.8	193.9
1957 7,117	17,848	24,965	3.0	70,517	3,478	1,373	25.7	1,014	59.8	11,760	20.4	129.1	
Grand Trunk Western.....	1958 6,556	5,728	12,284	6.1	54,083	2,454	940	27.5	485	30.2	6,311	22.2	87.5
1957 4,701	7,874	12,575	7.4	50,309	2,319	908	28.1	580	35.1	7,802	21.9	107.5	
Lehigh Valley.....	1958 6,826	7,930	14,756	12.2	64,631	3,068	1,351	31.2	552	28.7	7,312	21.3	207.5
1957 4,262	9,985	14,247	3.8	66,647	2,985	1,307	29.6	651	34.2	8,219	22.5	239.4	
New York Central.....	1958 81,901	61,180	143,081	6.0	53,988	2,974	1,255	32.1	521	29.4	7,415	18.3	149.2
1957 50,827	88,403	139,230	2.9	51,327	3,059	1,255	32.3	704	37.4	9,327	17.0	174.3	
New York, Chic. & St. L.....	1958 12,946	9,464	22,410	10.4	60,514	3,208	1,328	30.3	1,006	55.7	10,878	19.0	131.4
1957 9,909	16,791	26,700	7.9	53,124	3,048	1,335	32.0	1,225	62.2	14,623	17.7	136.4	
Pitta. & Lake Erie.....	1958 10,082	3,112	13,194	5.4	55,089	3,238	1,945	55.6	260	7.9	15,200	17.1	108.8
1957 3,351	9,849	13,200	8.4	56,768	3,961	2,402	52.5	355	10.5	21,920	14.1	148.3	
Wabash.....	1958 10,827	8,903	19,730	6.1	65,947	3,036	1,186	27.4	837	49.9	7,007	21.8	128.5
1957 9,218	10,109	19,327	3.4	64,175	2,931	1,150	27.0	999	59.2	8,267	22.0	163.2	
Baltimore & Ohio.....	1958 69,823	30,134	99,957	16.2	54,753	3,354	1,543	38.0	613	28.0	10,390	61.6	87.1
1957 46,535	52,012	98,547	4.4	50,435	3,361	1,650	39.1	880	36.7	14,732	15.3	122.0	
Beasemer & Lake Erie.....	1958 9,546	317	9,863	7.8	46,860	2,715	1,605	39.6	151	4.1	7,171	18.3	72.8
1957 5,190	953	6,143	3.2	49,524	3,151	1,715	40.2	650	13.8	19,521	17.3	106.6	
Central RR Co. of New Jersey.....	1958 1,231	7,839	12,070	14.1	41,068	2,861	1,453	40.2	404	16.5	8,481	14.9	86.3
1957 2,101	9,932	12,033	6.8	43,408	3,006	1,573	40.1	517	20.2	10,221	15.0	92.1	
Chicago & Eastern Ill.....	1958 3,825	2,121	5,946	16.0	59,693	2,982	1,481	39.2	1,047	43.5	7,446	20.2	148.6
1957 2,564	3,364	5,928	11.1	61,138	3,330	1,624	35.5	1,035	44.6	7,518	18.5	133.5	
Elgin Joliet & Eastern.....	1958 8,367	4,204	12,571	7.0	22,550	2,576	1,368	43.7	200	7.5	10,999	9.1	63.0
1957 7,694	10,293	17,987	5.6	21,153	2,589	977	36.7	151	6.6	11,797	8.6	89.5	
Long Island.....	1958 2,492	2,492	4,984	5.6	5,633	3,698	302	33.8	79	4.5	633	8.3	117.6
1957 2,492	2,492	4,984	5.6	5,633	3,698	302	33.8	79	4.5	633	8.3	117.6	
Pennsylvania System.....	1958 29,608	62,606	92,214	13.2	56,514	3,142	1,384	33.3	556	28.1	10,773	18.4	99.1
1957 46,535	52,012	98,547	4.4	50,435	3,361	1,650	39.1	880	36.7	14,732	15.3	122.0	
Reading.....	1958 22,400	13,203	35,603	13.0	49,652	3,207	1,612	44.5	380	15.6	10,916	15.5	59.0
1957 12,669	19,140	31,809	3.2	52,227	3,214	1,707	44.8	620	22.8	15,451	16.3	71.4	
Western Maryland.....	1958 10,454	1,928	12,382	3.1	51,132	3,457	1,903	49.7	692	24.0	9,735	15.1	109.0
1957 5,097	3,868	8,965	2.6	52,783	3,667	2,052	49.2	1,191	40.1	13,447	14.7	141.9	
Poconos Region													
Chesapeake & Ohio.....	1958 75,939	20,316	96,255	2.6	76,945	3,997	2,131	48.1	797	30.8	14,835	19.3	61.5
1957 56,418	33,731	90,149	7.7	78,454	4,122	2,283	50.6	1,311	47.4	23,004	19.2	86.0	
Norfolk & Western.....	1958 51,887	6,269	58,156	1.4	86,416	4,706	2,565	52.4	813	28.5	22,474	18.5	89.8
1957 37,682	10,798	48,480	1.5	86,542	4,941	2,730	53.3	1,460	48.9	33,378	17.9	126.9	
Rich. Fred. & Potomac.....	1958 213	747	960	3.9	91,380	4,303	1,550	26.3	1,804	125.7	17,682	21.3	90.0
1957 65	1,089	1,154	1.0	91,781	4,319	1,627	25.0	1,987	125.9	22,132	21.3	108.5	
Virginian.....	1958 14,209	1,042	15,251	2.6	73,827	5,035	2,807	55.2	742	25.9	19,318	15.0	61.8
1957 11,314	2,220	13,534	1.5	71,353	5,266	2,961	55.6	1,320	44.8	29,049	13.8	100.4	
Southern Region													
Atlantic Coast Line.....	1958 24,383	13,207	37,590	2.9	49,402	2,760	1,210	35.5	711	37.0	5,021	17.9	193.0
1957 19,941	17,601	37,542	4.6	45,908	2,485	1,095	33.8	762	39.2	5,431	18.6	227.7	
Central of Georgia.....	1958 4,742	3,834	8,576	3.7	51,369	2,855	1,381	37.0	968	47.2	4,985	18.0	192.1
1957 2,310	6,086	8,396	3.4	52,017	2,934	1,255	32.3	1,057	44.2	5,148	18.3	189.6	
Cinn. New Orleans & T. P.....	1958 5,966	6,654	12,620	1.1	95,062	3,976	1,600	28.2	1,016	63.6	19,205	24.0	135.8
1957 273	4,472	4,745	3.8	97,671	4,109	1,716	26.5	1,548	91.0	22,043	23.8	145.7	
Florida East Coast.....	1958 703	5,374	6,077	6	40,766	2,410	835	28.0	644	44.1	6,039	16.9	85.4
1957 315	5,338	5,653	4	37,810	2,409	824	26.2	611	46.5	6,619	15.8	95.2	
Gulf, Mobile & Ohio.....	1958 8,146	8,468	16,614	7.7	73,346	3,753	1,715	32.0	866	42.8	5,298	19.5	99.6
1957 5,710	9,791	15,501	7.2	75,918	3,840	1,827	33.0	1,064	47.7	6,051	19.8	107.1	
Illinois Central.....	1958 32,154	17,412	49,566	2.8	56,435	3,111	1,386	33.5	891	45.3	6,700	18.3	95.4
1957 24,816	24,394	49,210	3.2	56,848	3,181	1,459	34.2	1,051	50.8	8,229	18.1	106.6	
Louisville & Nashville(*).....	1958 44,988	12,797	57,785	5.4	52,486	3,077	1,478	38.3	671	30.8	8,867	17.1	191.0
1957 30,381	19,317	49,698	4.4	50,528	2,778	1,392	38.4	967	41.0	8,311	18.2	202.2	
Seaboard Air Line.....	1958 19,013	11,109	30,122	3.1	55,631	3,008	1,331	35.4	877	43.8	6,397	18.8	152.0
1957 12,838	17,035	29,873	2.2	53,882	2,822	1,264	33.3	958	47.3	7,029	19.5	173.3	
Southern.....	1958 22,743	24,998	47,741	4.3	53,132	3,121	1,394	32.0	782	40.6	5,903	17.1	149.3
1957 15,733	24,888	40,621	4.4	53,299	3,187	1,489	31.7	994	47.6	6,641	16.8	159.8	
Northwestern Region													
Chicago & North Western.....	1958 26,099	22,001	48,100	5.2	49,622	2,648	1,067	31.0	563	31.8	2,934	18.8	154.3
1957 21,955	31,143	53,098	5.4	47,300	2,677	1,062	29.7	581	32.0	3,249	17.9	157.1	
Chicago Great Western.....	1958 2,658	4,104	6,762	3.2	70,815	3,730	1,710	33.3	1,383	59.9	7,251	19.1	158.1
1957 1,906	4,440	6,346	3.1	78,522	4,191	1,985	32.8	1,045	62.6	6,183	18.8	146.7	
Chic., Milw., St. P. & Pac.....	1958 40,084	20,534	60,618	5.0	58,184	2,919	1,259	30.8	560	30.1	3,205	20.0	98.5
1957 30,960	29,516	60,476	5.8	59,787	3,077	1,375	31.6	703	35.4	3,971	19.5	118.1	
Duluth, Missabe & Iron Range.....	1958 14,777	372	15,149	4.4	17,095	1,024	493	39.5	25	1.1	674	17.3	7.2
1957 13,983	783	14,766	1.6	80,115	4,778	2,878	61.8	497	15.5	12,739	18.1	40.0	
Great Northern.....	1958 28,590	12,393	40,983	3.6	58,336	2,768	1,238	30.6	773	37.6	3,973	21.2	110.9
1957 23,562	21,375	44,937	3.2	57,133	2,896	1,293	29.5	906	48.4	4,596	21.3	149.1	
Minneapolis, St. P. & S. St. Marie.....	1958 7,720	6,042	13,762	3.4	49,504	2,193	966	30.3	812	41.6	2,719	22.6	132.7
1957 5,910	8,184	14,094	5.9	51,632	2,432	1,070	31.5	1,003	51.2	3,470	21.4	164.5	
Northern Pacific.....	1958 22,345	11,286	33,631	3.3	62,225	2,877	1,						

RR Annual Report Highlights ⁽¹⁾

Railroad		Operating Revenues	Operating Expenses	Fixed Charges	Net Income	Current Assets*	Current Liabilities*	Long Term Debt*
Alabama Great Southern	1957	\$18,206,711	\$15,078,386	\$ 415,577	\$ 2,729,761	\$ 3,288,917	\$ 4,191,753	\$14,923,300
	1956	18,193,198	13,551,923	272,470	3,065,503	6,667,906	4,424,049	8,165,300
Ashley, Drew & Northern	1957	1,264,856	852,004	14,916	134,457	583,862	426,861	234,050
	1956	1,232,524	773,901	16,366	160,099	607,118	483,019	260,100
Atlanta & West Point	1957	3,819,262	3,490,667	37,672	9,309	1,782,867	531,915	1,168,322
	1956	4,072,008	3,583,351	35,310	66,014	1,822,766	550,185	1,288,906
Atlantic & Danville	1957	1,649,874	1,338,179	89,150	175,495d		664,797	2,782,216
	1956	1,909,871	1,380,320	88,482	4,952	385,506	660,154	2,679,496
Canadian National	1957	753,165,964	734,556,041	36,971,680	29,579,541d	217,299,374	96,082,622	1,372,293,350
	1956	774,800,647	703,303,562	31,782,991	26,076,951	200,334,777	125,394,800	1,173,234,340
Charleston & Western Carolina	1957	7,116,678	5,426,614	312,316	506,470	1,523,301	1,525,702	7,431,383
	1956	7,409,458	5,516,748	349,607	628,712	1,800,609	1,840,462	7,970,947
Chicago & Eastern Illinois	1957	38,273,878	30,035,749	1,145,727	1,003,127	7,776,850	7,368,649	50,325,380
	1956	37,630,504	29,145,741	1,048,538	2,277,721	9,461,918	7,116,061	48,771,703
Chicago, Burlington & Quincy	1957	258,309,215	205,579,093	6,927,272	17,182,612	90,294,769	42,325,964	222,742,757
	1956	257,032,495	196,359,600	6,757,827	21,565,218	91,285,736	46,255,538	218,034,354
Chicago, St. Paul, Minneapolis & Omaha	1957			2,309,300	2,691,773d	3,033	46,154,306	49,760,000
	1956	32,568,399	27,446,656	2,456,545	3,163,284d	8,232,603	51,553,555	50,538,199
Cincinnati, New Orleans & Texas Pacific	1957	41,885,123	28,667,595	2,150,101	6,532,110	12,002,509	16,292,284	16,128,980
	1956	43,096,201	27,979,786	1,897,270	6,812,807	18,210,187	17,958,374	1,804,540
Colorado & Southern	1957	15,846,285	12,523,573	264,836	1,208,573	5,205,812	4,590,621	21,685,650
	1956	15,596,251	12,372,087	134,381	1,105,628	5,584,524	4,057,984	18,891,980
Detroit & Toledo Shore Line	1957	7,991,743	4,989,188	144,955	580,843	2,712,869	2,310,783	4,313,370
	1956	8,298,379	4,802,590	137,370	855,462	3,262,055	2,258,863	4,683,200
Duluth, South Shore & Atlantic	1957	7,492,542	6,660,167	99,822	2,548,396	2,548,396	1,184,071	7,405,416
	1956	8,261,995	6,688,266	91,539	606,036	3,166,544	1,258,617	7,034,147
Florida East Coast	1957	38,938,061	30,340,330	2,869,706	1,434,525d	13,765,560	6,023,177	62,037,694
	1956	37,741,536	27,907,575	2,869,033	341,060d	18,892,659	6,334,113	62,283,935
Fort Dodge, Des Moines & Southern	1957	2,548,341	2,111,737	227,068	31,664	449,668	287,034	2,978,550
	1956	2,374,935	2,360,918	156,724	374,881d**	557,790	490,462	2,926,947
Fort Worth & Denver	1957	23,866,918	18,520,649	995,734	591,017	6,092,214	5,138,869	18,899,222
	1956	23,418,763	18,395,909	1,038,321	636,219	5,360,361	4,720,259	20,332,265
Georgia	1957	8,294,596	7,647,359	695,032	53,177	2,541,955	960,233	14,998,184
	1956	9,018,056	7,782,047	706,913	600,843	3,302,861	954,519	16,067,893
Georgia Southern & Florida	1957	10,260,584	6,915,972	319,818	589,423	2,498,909	1,454,667	6,005,523
	1956	10,053,302	7,198,927	354,955	131,529	2,480,818	1,725,836	7,247,268
Great Northern	1957	275,377,018	212,182,304	8,146,370	26,643,515	107,321,679	45,922,388	279,554,111
	1956	280,542,504	209,404,310	8,053,426	32,239,468	118,540,037	51,294,198	276,171,554
Green Bay & Western	1957	4,691,599	3,443,110	17,745	377,486	1,595,748	1,055,873	463,319
	1956	4,527,494	3,296,505	21,881	419,070	1,541,914	973,735	8,191,230
Indiana Harbor Belt	1957	33,132,566	25,857,015	587,339	414,396	6,297,057	6,922,108	10,781,000
	1956	32,162,529	24,756,938	552,191	551,806	9,209,885	9,826,613	11,404,000
International of Central America	1957	15,816,449	14,490,361	279,013	958,200	7,086,867	2,792,332	3,311,616
	1956	17,303,950	13,915,607	222,413	1,650,539	7,281,967	3,416,282	3,554,541
Kansas, Oklahoma & Gulf	1957	5,025,488	3,010,327	140,762	714,262	2,223,538	273,371	3,840,750
	1956	5,046,377	3,181,269	143,894	610,923	1,892,522	204,142	3,930,250
Lehigh & New England	1957	7,640,571	6,684,648	277,200	1,533,466	2,805,992	1,607,031	9,510,362
	1956	8,315,595	6,656,598	220,860	2,438,107	2,871,831	1,432,820	7,546,616
Long Island	1957	66,955,287	57,757,883	1,323,912	1,239,132	13,340,960	11,689,469	92,346,322
	1956	64,521,707	55,529,176	1,423,162	815,558	14,431,609	11,063,864	96,155,836
Midland Valley	1957	2,133,010	1,795,384	63,345	64,036	936,428	614,160	2,041,500
	1956	2,270,791	1,558,515	70,013	281,945	1,006,246	559,483	2,175,500
Mississippi Central	1957	2,336,267	1,915,556	49,602	105,548	696,527	218,373	1,126,459
	1956	2,421,040	1,865,701	57,584	173,095	818,889	293,054	1,291,809
Monongahela	1957	6,185,028	4,215,486	508,176	555,831d	795,087	1,177,527	9,700,369
	1956	6,454,005	3,962,499	511,793	332,262	1,134,750	1,018,641	10,256,520
New Orleans & Northeastern	1956	12,670,659	8,009,484	7,101	2,056,515	7,175,160	5,948,688	5,290,200
	1956	13,740,296	7,794,609	1,610	2,461,225	8,293,904	6,580,437	
Peoria & Eastern	1957	6,249,615	4,461,309	203,075	648,303	766,581	175,578	7,154,200
	1956	6,373,714	4,279,377	219,003	717,923	880,885	186,818	7,638,700
Pittsburgh & Lake Erie	1957	43,036,929	37,896,229	1,280,109	9,652,278	22,688,229	13,359,472	41,844,000
	1956	42,168,119	33,979,112	729,806	9,902,131	34,817,823	15,671,196	29,119,000
Savannah & Atlanta	1957	4,026,895	3,029,439	126,452	515,346	1,617,371	1,048,662	2,847,030
	1956	3,892,794	2,657,246	152,006	537,008	1,589,773	1,164,893	3,186,093
Tennessee Central	1957	4,700,703	3,659,519	303,225	93,747d	1,498,464	1,426,139	7,332,459
	1956	5,320,496	3,855,378	312,149	278,070	1,556,906	1,216,015	7,732,626
Toronto, Hamilton & Buffalo	1957	5,948,686	5,079,212	36,014	974,588	3,704,415	2,137,667	300,000
	1956	6,351,895	4,902,962	109,488	1,428,488	5,369,165	3,067,509	850,000
Terminal Railroad Assn. of St. Louis	1957	21,086,200	17,925,581	1,502,388	523,996	7,151,184	5,155,076	45,054,384
	1956	21,982,807	17,791,871	1,517,288	967,584	7,132,588	5,648,620	45,477,455
Western of Alabama	1957	4,065,381	3,586,301	76,720	250,638	1,946,608	732,430	1,728,980
	1956	4,203,793	3,608,803	79,574	317,175	2,002,386	782,927	1,864,580
Western Pacific	1957	54,533,000	40,878,000	1,186,000	4,362,000	19,892,681	14,060,143	58,140,028
	1956	53,590,000	41,119,000	1,147,000	3,639,000	21,674,735	14,027,164	56,403,498

(1) Supplementing previous lists appearing in Railway Age May 5, p. 30, and May 19, p. 62.

c Deficit.

*On December 31.

**Restated.

MARKET OUTLOOK *at a glance*

Carloadings Rise 7.3% Over Previous Week's

Loadings of revenue freight in the week ended July 12 totaled 491,142 cars, the Association of American Railroads announced on July 17. This was an increase of 33,481 cars, or 7.3%, compared with the previous week; a decrease of 201,457 cars, or 29.1%, compared with the corresponding week last year; and a decrease of 128,846 cars, or 20.8%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended July 5 totaled 457,661 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, July 5

	1958	1957	1956
Eastern	64,420	80,548	75,792
Allegheny	72,199	105,677	77,522
Poconchos	16,834	18,404	17,908
Southern	76,646	80,744	89,518
Northwestern	75,350	108,031	65,450
Central Western	105,344	95,790	100,447
Southwestern	46,868	45,140	51,660
Total Western Districts	227,562	248,961	217,557
Total All Roads	457,661	535,334	478,297
Commodities:			
Grain and grain products	66,648	49,993	54,719
Livestock	3,223	3,882	5,506
Coal	25,919	29,526	24,097
Coke	4,500	9,381	4,155
Forest Products	24,664	27,483	35,172
Ore	45,931	86,422	31,255
Merchandise i.c.l.	37,434	45,150	49,187
Miscellaneous	249,342	283,497	274,206
July 5	457,661	535,334	478,297
June 28	626,573	732,733	755,279
June 21	627,677	745,764	799,592
June 14	622,221	746,122	801,428
June 7	612,715	733,477	787,075
Cumulative total, 27 weeks	14,756,116	18,375,730	19,407,343

IN CANADA.—Carloadings for the nine-day period ended June 30 totaled 98,801 cars, compared with 82,230 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
June 30, 1958	98,801	35,112
June 30, 1957	91,749	38,793
Cumulative Totals:		
June 30, 1958	1,811,494	729,754
June 30, 1957	1,936,607	845,163

New Equipment

LOCOMOTIVES

► **CNR Places \$30 Million Order.**—Canadian National has placed orders for 144 diesel locomotives and 90 units of other equipment, worth approximately \$30 million, with three Canadian manufacturers. Montreal Locomotive Works Ltd., will build 32 passenger locomotive units of 1,800 hp each, four road switchers of 1,400 hp and 23 yard switchers of 1,000 hp. General Motors Diesel Ltd., London, Ont., will build 85 road switchers (16 of 1,200 hp and 69 of 1,750 hp) and 30 steam generator units. National Steel Car Corp., Hamilton, Ont., will build 60 air dump cars. All of the new equipment is for use on Canadian lines. Delivery will begin in October and is scheduled to be completed by August, 1959.

New Facilities

► **Boston & Maine.**—Contracted with Motorola for 58 transistorized two-way radios to operate directly off the engine starting batteries on diesel-electric locomotives. Also ordered are 75 Handie-Talkie portable radios.

► **Canadian National.**—Will install centralized traffic control on 71 miles of single track between Coteau, Que. and Hawthorne, Ont. on the Ottawa-Montreal mainline. Six sidings will be extended to handle 100-car trains.

► **Texas & New Orleans.**—Ordered 55 Motorola two-way radios for use on diesel locomotives, the transistorized power supply operating directly off the engine starting battery. T&NO has also ordered 79 Motorola radios for cabooses and 38 Handie-Talkie portable radios.

Purchases & Inventories

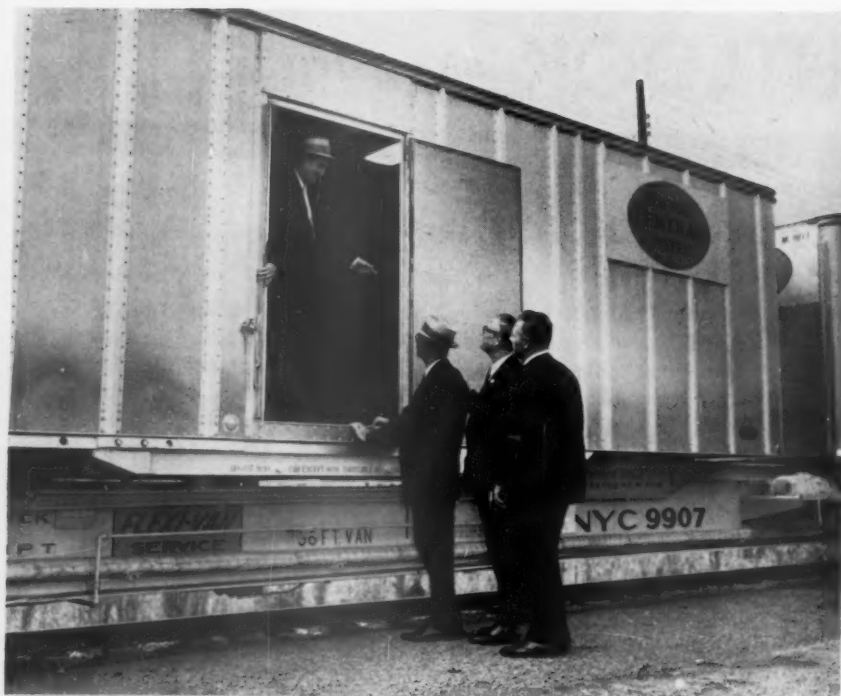
► **Four Months' Purchases Down 47.05%.**—Purchases by domestic railroads of all types of materials in this year's first four months were \$410,947 million or 47.05%, lower than in the comparable 1957 period. Purchase and inventory estimates in following tables were prepared by Railway Age.

PURCHASES *	April 1958	Four Months 1958	Four Months 1957
	(000)	(000)	(000)
Equipment **	\$ 2,642	\$ 12,438	\$227,428
Rail	2,707	17,946	41,587
Crossties	3,886	16,744	25,938
Other Material	69,771	293,388	410,693
Total from Manufacturers	\$ 79,006	\$340,516	\$705,646
Fuel	26,943	122,023	167,840
Grand Total	\$105,949	\$462,539	\$873,486

* Subject to revision.
** Estimated value of orders.

INVENTORIES * †	April 1, 1958	April 1, 1957
	(000)	(000)
Rail	\$ 62,027	\$ 59,215
Crossties	101,418	101,735
Other Material	489,476	552,782
Scrap	22,164	22,260
Fuel	25,258	34,561
Total	\$700,343	\$770,553

* Subject to revision.
† All total inventory figures taken from ICC statement M-125 for month indicated.



MAIL-CARRYING FLEXI-VAN stands ready for inaugural run. John D. Phillips, vice president of the New York Central Transport Company, shows some of the trailer's special features to (left to right) William E. Priester, transportation, planning and procurement officer for the U.S. Postal Service; W. M. Smith, NYC's manager of mail and express traffic; and F. J. Harris, manager of the Transport Company's New York District. Experimental service will be between Detroit and Chicago.

Flexi-Vans Ready to Carry Mail

New York Central's new Flexi-Vans were scheduled to start carrying mail and express between Detroit and Chicago and intermediate points July 21.

It will be the first time, a railroad spokesman noted, that mail-carrying trailers on flat cars will be used in passenger train service.

Postmaster General Arthur E. Summerfield hailed the inauguration of Flexi-Van mail service with an optimistic prediction. "When the Flexi-Van operation becomes open to other railroads through interchange procedures," he said, "the system will be very valuable to the postal service for the direct transcontinental movement of mail between larger post offices."

The program is planned on an eight-month experimental basis. Flexi-Van was chosen for the experiment because it requires no special facilities for loading and unloading.

"By the Flexi-Van method," Mr. Summerfield pointed out, "a trailer full of mail can be carried by railroad flat car or cargo ship—and, by adding its wheel assembly, it can be hauled over the highways."

"If this experiment proves as successful as we expect," he added, "it will reduce shuttle service between post offices and rail facilities as well as the time consumed in mail handling at terminals and intermediate points. We hope it will also expedite mail movement through faster train service."

In the initial phase of the experiment the Post Office Department will use six flat cars and twelve trailer vans on New York Central passenger trains. Tractor-trailer highway service will be provided by the New York Central Transport Company.

The experiment starting this week will include the Michigan cities of Jackson, Bay City and Saginaw and also, if enough equipment is available, Ann Arbor, Ypsilanti and Dearborn, as well as Detroit and Chicago.

The Postmaster General said he expected that sufficient equipment would be available to implement the full experiment by September 1. At that time, he added, the Post Offices hopes to add six more vans to bring Kalamazoo, Galesburg, Battle Creek, Marshall and Albion into the experiment.

RR Unemployment Payees Drop 17 Per Cent in June

The number of railroad workers collecting unemployment insurance dropped in June to the lowest figure in six months, the Railroad Retirement Board noted in Chicago last week.

In June the number was 137,000—17 per cent below the May total of 163,300 and about 25 per cent below the April total of 182,300. Last month some 10,000

railroad workers took jobs in other industry.

The board estimated the industry's mid-June employment at 970,000. Unemployment in the railroad industry was figured at 9 per cent. In June the Board gave benefits totaling \$16,652,572. The number of employees exhausting their benefits was 14,190, raising the year's total to 67,298.

Nebraska Trims Tax Valuation of Railroads

Taxes of railroads in Nebraska will be a little lighter, thanks to a cut in their taxable valuation.

Two major lines, Union Pacific and Burlington, received substantial cuts in their assessments. The reductions fall in line with what has been similar action in other states (RA, July 7, p. 52).

Union Pacific's assessment was cut to \$67,856,000 from \$69,270,000. Burlington's was trimmed to \$43,035,000 from \$54,857,000. The new figures were reached, state Tax Commissioner Fred Herrington said, via a formula based on operating income capitalized at 6%, market value of stocks and bonds, and investment in plant. Nebraska's Governor Victor Anderson had supported the reductions.

May Accidents

The ICC has issued its Bureau of Transport Economics and Statistics' preliminary summary of railroad accidents for May and this year's first five months. The compilation, subject to revision, follows:

Item	Month of May 1958	5 Months ended with May 1958
Number of train accidents*	272	1,420
Number of accidents resulting in casualties ..	11	122
Number of casualties in train, train-service and nontrain accidents:		
Trespassers:		
Killed	56	213
Injured	52	216
Passengers on trains:		
(a) In train accidents*		
Killed	4	138
(b) In train-service accidents		
Killed	1	4
Injured	82	505
Employees on duty:		
Killed	20	79
Injured	917	5,075
All other non-trespassers:**		
Killed	86	548
Injured	230	1,813
Total—All classes of persons:		
Killed	163	844
Injured	1,285	7,747

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than \$750 to railroad property. Only a minor part of the total accidents result in casualties to persons, as noted above.

** Casualties to "Other non-trespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and non-trespassers, were as follows:

Persons:		
Killed	85	531
Injured	169	1,370

PRR Bridge

(Continued from page 19)

floor to allow the operator to view the normally blind area when required.

Because of the height of the bridge, an elevator will be provided at each tower. They will extend from track level up to the machinery house, with several stops in between at advantageous points.

Work is now under way on Piers 2-A and 3-A by the substructure contractor: John F. Casey Company. Cofferdams of steel sheet piling were first driven at the locations of the new piers. The cofferdams were then dredged to the bottom elevation of the seal concrete and bearing piles were driven to the required bearing values. Concrete for the seals was pumped to the site from the shore and placed in the cofferdams by use of special [tremie] chutes.

Design of the new vertical-lift span and the method of construction were governed by the necessity of maintaining traffic over the bridge during the entire construction period. Provisions have been made to permit the contractor—American Bridge Division, United States Steel Corporation—to occupy one or both tracks for various periods of time when necessary. It is anticipated that the only extended period of interference will occur during installation for the new lift span.

Construction of the superstructure will involve these major steps:

(1) Two 202-ft temporary wire towers will be built, to which the present overhead transmission lines and aerial cables will be shifted.

(2) Tracks and trusses of the west 533-ft span will be completely falseworked and the trusses jacked to a no-load position. The three east panels of the existing span will then be removed. New steel will be added where required in the altered span to enable it to support the revised loading condition.

(3) An off-site location will be used for erection of the 542-ft lift span which will be constructed on falsework supported on barges. When the lift span is completed with the railway deck in place, the second 533-ft existing fixed span will be floated out and the new lift span set in place.

(4) An erection tower with a stiffleg derrick mounted on top will be placed at each end of the lift span. The tower spans, machinery houses, control house and counterweights will be erected by the use of this tower. Transmission wires will be shifted to their permanent location, the temporary wire towers will be dismantled and erection towers and derricks will be removed.

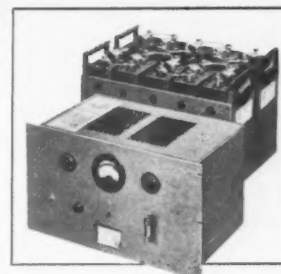
Final phase of the operation will be demolition of existing Pier No. 2.

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because there's emergency power here

C&NW double-deck "Superbanite" cars guard against a/c power failure with Edison Automatic Emergency Power Systems



Because the Chicago and North Western Railway Company carries heavy commuter traffic on its "Superbanite" cars, and knows the value of dependable emergency lighting, management specified Edison Automatic Emergency Power Systems to avoid passenger inconvenience or injury in the event of temporary lighting failure.

This system consists of an ever-dependable 10-cell Edison battery and a fully automatic charger with power-failure relay. In the event of a/c train-line interruption, the relay automatically cuts in the battery to carry the emergency lighting load. When a/c power is restored, the battery is immediately charged at a high rate to fully charged condition. The Edison Automatic Charge Control then reduces the high rate to trickle charge—assuring that the battery will always be at peak capacity.

Get full details on the Edison Automatic Emergency Power System—or Edison storage batteries for stand-by power—from your local Edison representative. Or write Storage Battery Division, Thomas A. Edison Industries, West Orange, N. J. In Canada: International Equipment Co., Ltd., 90 Bates Road, Montreal, P. Q.



This gallery suburban car is rapidly gaining in popularity with both commuters and railroads. It seats 161 passengers comfortably, and gives a good ride at high speed.

Edison NICKEL-ALKALINE Storage Batteries

... a product of Thomas A. Edison Industries of



'Paid Convalescence' Issue at NRAB

Should an injured foreman be allowed to convalesce from an operation at a railroad's expense? Carrier members, dissenting in a National Railway Adjustment Board case involving the Milwaukee and the Brotherhood of Maintenance of Way Employees, charge that is the real meaning of the majority decision.

The section foreman in question underwent spinal surgery and, about six months later, sought to go back to work. A company physician said he could return, but could not do heavy physical labor.

The railroad contended that the job called for heavy labor and notified the foreman that he was physically unfit for it.

The claimant then obtained a letter from the company physician saying he could return to work Feb. 8, but again warning against heavy labor. The Milwaukee did not take him back. Ten weeks later, the railroad notified him to report for another examination at which a doctor told him he could resume work without restriction. He began working a short while later.

The union filed claim with the NRAB, asking pay for the foreman from Feb. 8 until May 18, when he returned to work. The Brotherhood contended that the company had "failed to cite even one duty inherent in a foreman's position which requires heavy physical exertion." The claim was sustained.

Carrier members of the NRAB Third Division, however, held that the award was "erroneous. . . not supported by any rule of the applicable agreement."

The real issue, the dissenters declared, "was whether or not any rule of the agreement required the carrier to rearrange the normal duties of a section foreman position in order to provide light work so that a partially incapacitated employee could return to the job, prior to his complete recovery from a serious operation. . ."

The dissent continued:

"The majority performs a disservice when they become so detached from actual railroad operations that they. . . find that a section foreman of a three-man gang could have worked, particularly during the middle of a Wisconsin winter, without lifting, shoving and/or performing other physical labor. The record showed that all section foremen performed such work. Whether the carrier could have relieved claimant from all physical labor and permitted him to stand idly by while other members of the gang replaced a broken rail, lifted and pushed the track motor car on and off the track and/or performed other heavy work is immaterial; we are not concerned with what the carrier could have done—but with what the agreement required it to do. . . The division's jurisdiction is limited to interpreting rules as written."

Letters from Readers

New York, N.Y.

To the Editor:

I read with great interest the article in Railway Age of June 9, entitled "TEE: Europe Finds a Passenger Train Formula that Works."

We are indeed proud of their success and quote it as another proof of the fine achievements that can result from close cooperation among the railroads of Europe.

Pierre Deshayes
General Representative
French National Railroads

New York, N.Y.

To the Editor:

I've been reading Railway Age for a long time, and I think that, without reservation, the current issue is the best one I have seen to date. Of late, the magazine has been doing a continuously more impressive job and the July 7 number seems to me to top them all.

I'm not usually given to letters to the editor—but this issue so impressed me that I thought I'd let you know how I feel. Keep up the good work.

Norman M. Stone
Editor, Employee Publications
New York Central System

Roller Bearings: 39,000 Freight Cars Have Them

Railroad	Hop.	Box	Gon.	Flat	Other	Total
Akron, Canton & Youngstown	75	1	1	—	5	83
Apalachicola Northern	—	—	—	—	50	50
Atchison, Topeka & Santa Fe	—	375	—	3	290	668
Atlantic & Saint Andrews Bay	—	—	—	—	26	26
Atlantic Coast Line	3,584	948	—	112	2,420	7,064
Baltimore and Ohio	55	10	—	—	65	130
Bangor & Aroostook	—	125	—	—	75	200
Bessemer and Lake Erie	10	—	—	3	—	13
Boston and Maine	426	1,949	—	175	—	2,550
Butte, Anaconda & Pacific	—	—	—	202	—	202
Canadian National	—	—	—	158	1	159
Canadian Pacific	—	—	7	263	—	270
Central of Georgia	—	—	—	—	1	1
Chesapeake & Ohio	998	500	—	—	105	1,603
Chicago & Eastern Illinois	—	—	—	11	—	11
Chicago & North Western	—	1	—	—	—	1
Chicago, Burlington & Quincy	110	—	—	1	127	238
Chicago Great Western	175	—	—	1	82	258
Chicago, Milwaukee, St. Paul & Pacific	20	5	—	—	123	148
Chicago, Rock Island & Pacific	—	10	—	50	61	121
Cincinnati	—	10	—	—	—	10
Denver & Rio Grande Western	—	—	—	—	1	1
Duluth, Missabe & Iron Range	20	—	—	—	—	20
Erie	95	—	—	100	—	195
Great Northern	832	260	46	55	54	1,247
Gulf, Mobile & Ohio	—	—	—	1	313	314
Illinois Central	30	—	—	—	—	30
Kansas City Southern	80	—	—	80	—	160
Louisiana & Arkansas	75	—	—	—	—	75
Louisville & Nashville	100	325	—	—	272	697
Mexican Railway	—	11	—	—	—	11
Missouri Pacific	—	1	—	—	—	1
Nevada Northern	—	—	—	176	—	177
New York Central	1	—	—	—	—	1
New York, Chicago & St. Louis	139	12	—	—	151	202
New York, New Haven & Hartford	—	—	—	306	125	431
Norfolk Southern	103	—	—	—	750	853
Pennsylvania	220	2	—	1	—	223
Pittsburgh & West Virginia	50	—	—	—	87	137
Reading	150	—	—	—	—	150
River Terminal Ry.	—	—	—	17	—	17
St. Louis-San Francisco	410	—	—	—	200	610
St. Louis-Southwestern	100	28	—	—	2	130
Seaboard Air Line	—	—	200	—	300	500
Southern Pacific	200	354	—	181	600	1,335
Southern	1,008	625	101	135	302	2,171
Spokane, Portland & Seattle	—	—	—	—	2	2
Tidewater Southern	—	5	—	—	—	5
Toledo, Peoria & Western	—	—	—	—	1	1
Union Pacific	968	310	—	1	1,243	2,522
Wabash	252	—	—	—	—	252
Western Maryland	2,453	—	—	98	—	2,551
Western Pacific	110	106	100	75	35	426
Total	12,849	6,174	455	1,982	7,742	29,202

Private Car Lines	Hop.	Box	Gon.	Flat	Other	Total
A.C.F. Industries	—	—	—	9	10	19
American Refrigerator Trans.	—	—	—	—	225	225
American Steel Foundries	—	3	—	—	2	5
Burlington Refrigerator Express	—	200	—	—	100	300
Columbia-Southern	—	—	—	—	5	5
E. I. du Pont de Nemours & Co. Inc.	—	—	—	—	30	30
Electro-Motive Division	—	—	—	—	2	2
Erie Mining	185	—	—	—	—	185
Ethyl Corporation	—	—	—	—	38	38
Fruit Growers Express	—	—	—	—	1,809	1,809
General Chemical	—	—	—	—	2	2
General Motors Overseas	—	11	—	—	—	11
Greenville Steel Car	—	—	—	—	1	1
Merchants Despatch	—	—	—	—	50	50
National Cylinder Gas Company	—	—	—	—	6	6
Pacific Car & Foundry	—	—	—	—	1	1
Pacific Fruit Express	—	—	—	—	1,000	1,000
Petroleos Mexicanos	—	—	—	—	4	4
Pullman-Standard	—	—	—	—	2	2
Railway Express	—	—	—	—	500	500
Republic Steel	—	—	—	—	60	60
Shippers Car Line	—	—	—	—	15	15
Sperry Products	—	—	—	—	1	1
Trailer Train Company	—	—	—	502	328	830
Union Tank Car	—	—	—	—	10	10
U. S. Army	—	—	—	7	180	187
U. S. Navy	—	1	—	—	—	1
Western Fruit Express	—	—	—	—	160	160
Total	185	215	—	518	4,541	5,459

Non-Interchange Cars	Hop.	Box	Gon.	Flat	Other	Total
Alaska	50	1	100	50	20	221
Atomic Energy Commission	—	—	—	83	—	83
Iron Ore Co. of Canada	—	—	2,975	—	—	2,975
Oliver Mining	—	—	—	—	20	20
Orinoco Mining	—	64	—	—	559	623
Quebec, North Shore & Labrador	—	26	—	—	99	125
Reserve Mining	—	—	—	—	503	503
Saskatoon Lines, Inc.	—	—	—	—	1	1
Unit Load Car Co.	—	1	—	—	—	1
Wairton Steel	—	—	—	—	9	9
Total	50	92	3,075	133	1,211	4,561

SUMMARY	Railroads	Private Car Lines	Non-Interchange Cars	Grand Total
Hop.	12,849	185	50	13,084
Box	6,174	215	92	6,481
Gon.	455	—	3,075	3,530
Flat	1,982	518	133	2,633
Other	7,742	4,541	1,211	13,494
Total	29,202	5,459	4,561	39,222



Robert J. Keating
PFE



H. P. Toxey
Seaboard

People in the News

AKRON, CANTON & YOUNGSTOWN.—Harold G. Watkins, vice president—operations, Akron, Ohio, retired June 30. F. F. Lentz, superintendent, appointed to newly created position of general superintendent, having responsibility for duties formerly conducted by Mr. Watkins. Sidney J. Watkins, assistant superintendent, will be in charge of operations from west of Copley to Delphos, Ohio, with headquarters at Carey, Ohio. A. W. Hochberg will be assistant superintendent in charge of operations in Akron area, to and including Copley. Mr. Hochberg will continue as supervisor of wage schedules.

ASSOCIATION OF AMERICAN RAILROADS.—William F. Henning, Atlanta district car service agent, appointed district manager, Car Service division, at Minneapolis, Minn., succeeding Bruce W. Taylor, granted leave of absence because of illness.

ATLANTA & WEST POINT—WESTERN OF ALABAMA—GEORGIA.—Joseph E. Saucier appointed general development and real estate agent, Atlanta, Ga., succeeding Edgar S. Center, Jr., who retired July 1. Herbert B. Bainbridge, Jr., named assistant general development and real estate agent, Atlanta.

BALTIMORE & OHIO.—Edwin S. Rupp, assistant to vice president—operation and maintenance, Baltimore, Md., will retire August 1.

NEW HAVEN.—E. R. Kellogg, assistant manager, fares, tickets and redemptions, has been appointed manager, fares, tickets and redemptions with headquarters as before at Boston, Mass., succeeding W. A. Potts, retired. Mr. Kellogg is succeeded by J. F. Keefe.

PACIFIC FRUIT EXPRESS.—Robert J. Keating, superintendent of transportation since 1946, named assistant general manager, Chicago. W. J. Elms named superintendent car service, Chicago.

SEABOARD.—R. T. Etheridge, assistant vice president—traffic, Norfolk, Va., and J. N. McBride, general agricultural agent, Jacksonville, Fla., retired June 30.

H. P. Toxey, assistant freight traffic manager, Norfolk, appointed assistant to vice-president at that point. L. A. Jones, perishable diversion agent, Hamlet, N.C., named assistant general freight agent, Norfolk. J. C. Epting, assistant general agricultural agent, Orlando, Fla., succeeds Mr. Jones at Hamlet. F. P. Abbott, assistant general agricultural agent, Orlando, appointed general agricultural agent, Jacksonville. Supervision of the agricultural department has been transferred to W. J. Hock, freight traffic manager, and title of all former agricultural agents changed to agricultural-traffic agent.

E. T. Amis, assistant to vice president—finance and accounting, Norfolk, appointed auditor of disbursements, Portsmouth, Va., succeeding H. L. Jennings, retired. R. L. Knight appointed assistant to comptroller, Portsmouth and his former position of auditor of general accounts has

been abolished. Jean Jones, valuation engineer, has been appointed auditor of mechanized accounts and T. J. Gogerty assistant auditor of mechanized accounts.

SOUTHERN.—W. R. King, general claim agent, Washington, D.C., promoted to chief claim agent there, succeeding W. S. Allison, retiring.

Forrest H. Thompson, superintendent, real estate and conveyancing, Washington, D. C., retired. Haviland Hobbs, assistant superintendent, real estate and conveyancing, appointed director of that department.

B. D. Pollard, secretary to vice-president, Atlanta, Ga., appointed assistant to vice-president there, succeeding A. Everett McKeithan, who retired June 30.

TEXAS & NEW ORLEANS.—A. J. Moore appointed manager, General Mail, Duplicating and Machine Repair Bureau, Houston, succeeding C. S. Bawcom, retired.

TOLEDO TERMINAL.—William J. Booth, general

yardmaster, Baltimore & Ohio, appointed trainmaster, Toledo Terminal.

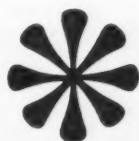
UPPER MERION & PLYMOUTH.—Earl R. Hostetter elected vice-president. Mr. Hostetter was formerly trainmaster for the Pennsylvania at Toledo, Ohio.

WESTERN WEIGHING & INSPECTION BUREAU.—J. M. Crowell appointed assistant manager in charge of demurrage and storage supervision, Chicago, succeeding I. S. Stevens, retired.

OBITUARY

Carl H. Groninger, 57, freight traffic manager, Baltimore & Ohio, Chicago, died July 10 in St. Luke's Hospital there.

Alexander M. Cleland, 95, retired passenger traffic manager, Northern Pacific, died July 5 at Denver, Colo.



Automatic SWITCH POINT LOCK

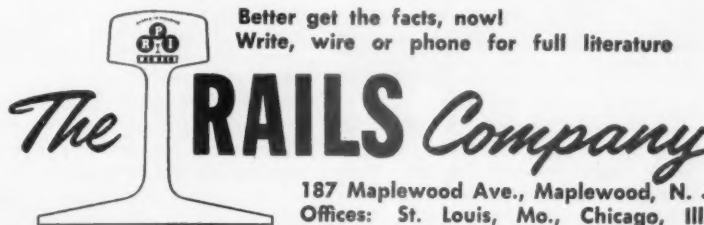


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You Ought To Know...

More lumber from western Canadian shippers is expected by Great Northern as a result of the repeal of the 3 per cent Federal freight tax effective Aug. 1 (RA, June 30, p. 9). Until now, much lumber bound for eastern U. S. markets has been shipped across Canada to avoid the U. S. levy.

Second prize in the annual Clark Awards of the American Material Handling Society has been won by Western Pacific Transportation Engineer Leo F. Delventhal Jr. Mr. Delventhal's prize-winning paper, "Unitization—a New Concept of Mechanized Material Handling," described the WP process of unitization of cased goods which eliminates the need for the conventional pallet in handling and shipping. Mr. Delventhal was responsible for WP's development of the new method.

Delivery date on the first of 30 new Union Pacific gas turbines has been postponed again. First unit of the 8,500-hp giants had been expected out of General Electric's Erie (Pa.) plant in June.

Fact sheets on B&O's steam motive power are available for rail buffs. The sheets locate each of the line's 129 steam locomotives, all but four of which are now in storage. The sheets are available from W. H. Schmidt, Jr., Director of Public Relations, B&O Railroad, Baltimore 1, Md.

Twelve railroad cars recently hauled all the girder assemblies for a welded aluminum bridge from Chicago to Des Moines, Iowa. The assemblies, manufactured by Pullman-Standard, will form a four-span, 220-ft structure that will be 36 ft wide.

A guide for industrial development, containing transcripts of discussions held at C&NW's statewide conference in Wisconsin last March, is being distributed to towns in other C&NW states. The road feels that ID problems are about the same all over, that other cities can benefit from what Wisconsinites heard in person.

Piggyback service between central Canada and the Maritime Provinces has been initiated by Canadian National. The line has bought 25 new 36-ft trailers and will construct special loading and unloading facilities at Halifax, N. S., and Moncton and St. John, N. B. Only railroad-owned equipment will be used.

► The Pennsy is expanding its "Truc-Train" piggyback service for LCL freight northward from Fort Wayne, Ind., to Kalamazoo and Grand Rapids, Mich. According to Vice President Herman H. Pevler, Pennsy's Northwestern regional manager, trailers will be handled from all three points to New York, Philadelphia, Harrisburg, and Pittsburgh in connection with the road's existing "Truc-Train" expresses.

A one-day ore unloading record was set at Chesapeake & Ohio's tidewater port of Newport News, Va., when two ships unloaded 42,624 net tons of iron and manganese ore. C&O's \$8-million Pier 9 unloaded the shipments in 17½ hours. Just two weeks previously, Pier 9 had received a shipment of 35,000 tons in one day.

B&O Slumbercoach patronage continues to climb. The new cars were averaging 92 per cent occupancy during the first half of June, with passengers being turned away on some days. The line needs 80 per cent occupancy to break even (RA, May 12, p. 18).

"Moderate" improvement in rail earnings during the last half of 1958 is predicted by Pennsylvania President James M. Symes. But he says earnings "will remain thin by comparison with other industries, and poor in the light of the tremendous needs for renovation and capital improvements."

Target date of 1960 has been set for opening a proposed six-track glass and steel rolling stock pavilion at the National Railroad Museum in Green Bay, Wisc. Cost: \$360,000.

The Southern is optimistic for the future, says SR President Harry A. DeButts. The decline in earnings so far this year, he said in a message to stockholders, "when viewed in the light of known economic conditions, calls for no pessimism on our part." On the other hand, he added, "industrial development continues, and planning for growth and expansion can be found everywhere in the South."

Industry Mourns C. P. Fisher

Clarence P. Fisher, general manager of Chicago Union Station Company until his retirement last November, died suddenly at Tonawanda, N. Y., on July 11. He was 67.



Widely known among railroad operating men from coast to coast, Mr. Fisher made railroads his life. They were simultaneously his work, his study

and his hobby—and as one man who had known him said last week: "The industry has lost a great friend."

Mr. Fisher began his railroad career in 1906 as a shop messenger on the Pennsylvania. Later, as he often put it, he "moved over to switching cars." And though he became a general yardmaster, a trainmaster, a superintendent, and, in 1949, the general manager of Union Station, he always referred to himself as "just a switchman."

This was no sham. Clarence Fisher wasn't capable of sham. Here was a man who lived railroading from before daylight until after dark. He knew railroads; he knew railroad people. What their rank happened to be was of little concern. He once said he should have become a wreckmaster because he loved wrecks. It was only his way of saying a thing obvious to anyone who knew him: What he really loved was working on the railroad.

Active in a multitude of civic, political and railroad groups, Clarence Fisher was a sort of Jim Farley of railroading. He will be missed.

—J.W.K.

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Where Are the Unions' Statesmen?

The railway labor organizations—in mid-1958, of all times—are pressing for higher pensions and unemployment benefits, to cost the hard-pressed railroads an added \$185 million a year.

The union leaders know full well that the railroads are in the Congressional hospital for emergency treatment—with some companies only a breath ahead of the undertaker.

Seeking to increase pension burdens at a time like this is an act of immaturity and irresponsibility. What's come over the brothers anyhow? The health of the patient calls for a decrease, not an increase, in these burdens.

There is an armistice, on wage and working rules changes, in effect between railway managements and unions, which runs to the end of next year. This armistice is the only thing that has prevented managements, before this, from going to the unions with proposals for modification of working rules and other fact-facing policies to reduce unit labor costs.

Since pensions are a Congressional matter and are not under collective bargaining, the unions are not—technically—violating the armistice by bringing them up in 1958. Seeing that they have done so, however, there certainly is nothing to stop the railroads from initiating a campaign to *turn railroad pensions and unemployment insurance over to the Social Security authorities*—terminating favored treatment for railroad employees.

This paper cannot believe that the principal leaders of organized railway labor are not fully aware that this pension increase demand of theirs is unjust, unwise and ill-timed.

The only possible explanation is that there is too much inter-union competition. Hence, union leaders, who actually know better, are under pressure to support unwise policies, simply for fear of

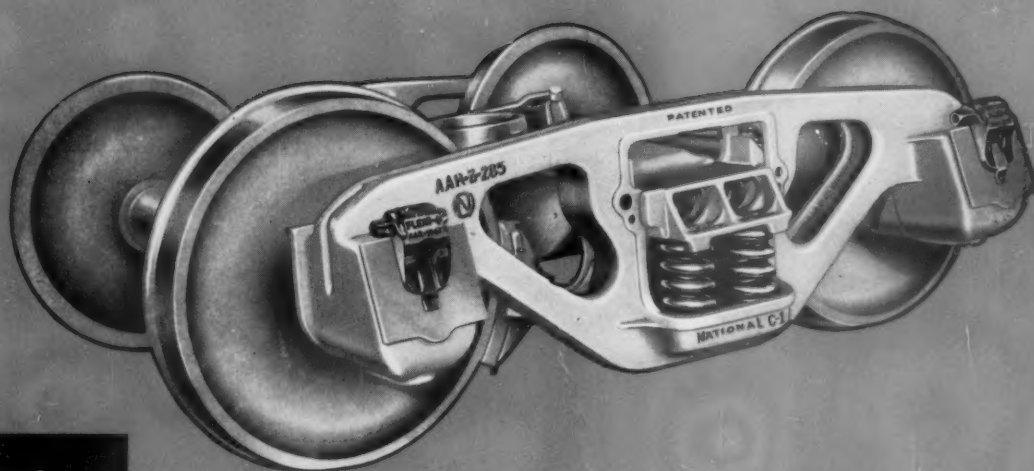
what leaders of competing unions will say about them if they don't. In the early thirties, D. B. Robertson of the firemen's organization headed the union leaders in an agreement to accept a 10% wage reduction, badly needed by the railroads. Mr. Robertson forthwith became a target for attack by demagogic leaders opposed to him, who knew the firemen's chief had acted wisely, but who seized the opportunity to do a rabble-rousing job against him.

Ever since this experience of D. B. Robertson's, most of the railway labor leaders have been highly cautious about taking any position which might seem over-friendly to the railroads. It has been noted that *"where courage is not, no other virtue can survive except by accident."* The railway labor leaders—who certainly are smart enough to know that railroad pension payments cannot now be increased without grievous jeopardy to the industry's health—just must develop the fortitude to tell their members some truths which are vital, even if unpalatable, viz.:

1. That pensions and other benefits have already gone higher than they should have gone.
2. That wage rates are already above the level that the railroad industry can afford, without permanent impairment to its job-providing ability.
3. That "make work" rules are seriously injuring the railroads in meeting the competition of other forms of transportation, and must be drastically revised in the interest of preserving present and future power to provide jobs.

The leaders of railway labor include men of intelligence—loyal railroaders. Their jobs are political in nature—and it is hard for a politician to be outspoken at all times, and still stay in office. But, now and then, any important job involves risks. And the job of being a real leader of railway labor, and not just a routine chair-warmer, now requires the kind of courage that D. B. Robertson showed he had, back in the early thirties.

WHAT'S IN IT FOR LABOR?: The railway unions should not as a practical matter be asked to make a one-way sacrifice of present "gains"—solely to improve corporate earnings. It would be reasonable for them to ask—and for managements to agree—that concessions by them be accompanied by improved service and prices for railroad customers; and that there be an all-out effort by management and unions to increase railroad traffic (and, hence, job opportunities).



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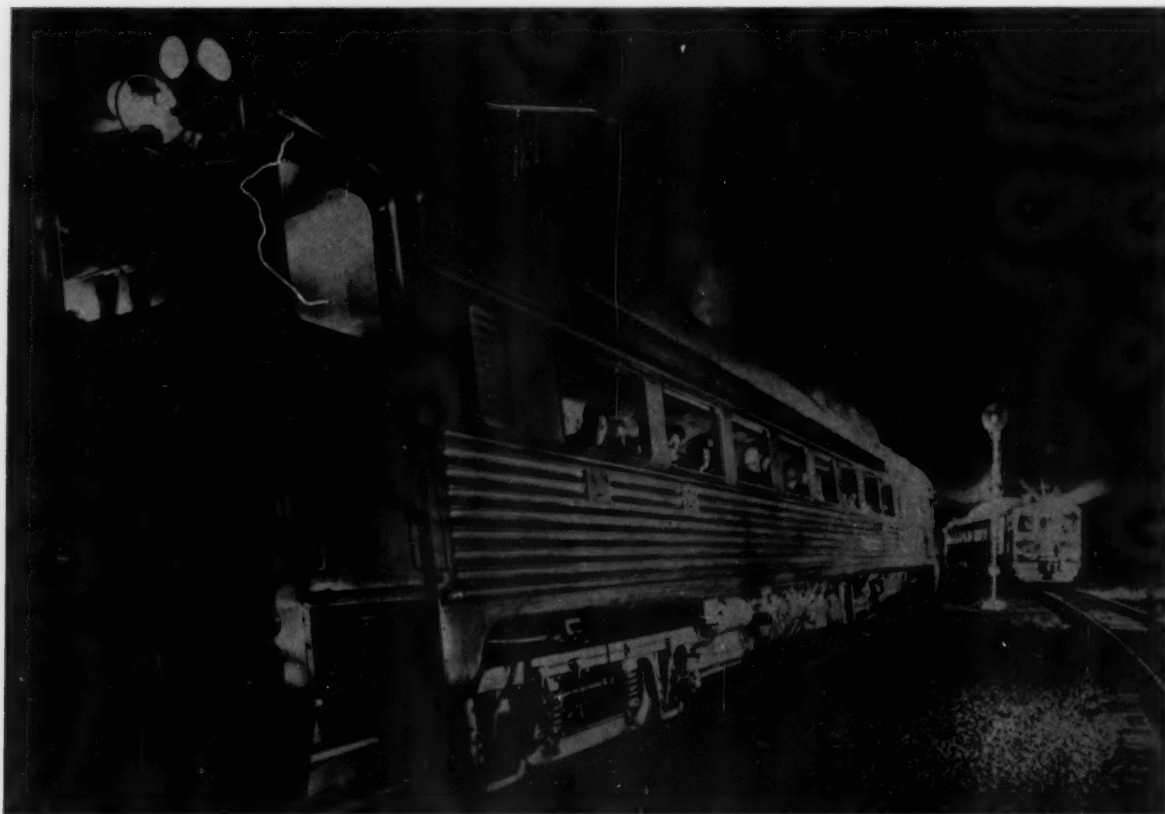


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